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MARCH 1985
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RAILFAN

RAILFAN & RAILROAD

48760

Coast to Coast on Amtrak

ALL ABOARD

KODACHROME: SANDY BURTON

THE *LEHIGH RIVER EXPRESS* excursion was operated by Tri-State Chapter NRHS on October 14, 1984, over N.J. Transit and Conrail from Hoboken, N.J., via Dover and Allentown to Jim Thorpe, Pa., and up the Panther Valley R.R. to Haucks, Pa., using Morristown & Erie Alcos (ex-NYC C430s and an ex-TP&W C424) and N.J. Transit coaches. They're shown on ex-LV at Lehighton, Pa.

KODACHROME: JOHN RYAN

DENTIST JOHN RYAN of Spokane, Wash., has converted ex-PRR 5808 (PC 4308) into an office and waiting room (**right**), in *Daylight* colors and Spokane International lettering. Along with an ex-BN sleeper and caboose, it should "E's" the pain.

KODACHROME: STEVEN BLEDSOE

MISSOURI PACIFIC began receiving 60 SD50s (5000-5059) in UP colors in November. The 5002 was at Centennial Yard in Ft. Worth on November 28. They've been running in sets of four.

KODACHROME: ALEX HUFF

TUSCOLA & SAGINAW BAY painted ex-Ann Arbor GP35 385 into its own colors to assume operation of ex-Michigan Northern lines. The 385 was at Cadillac, Mi., on September 30, 1984. See page 28.

INDIANA HARBOR BELT has reversed the orange and black on its "new" 1980 paint scheme, beginning with Blue Island, Ill., hump set SW1500 9219/slug 478, shown (**below**) on August 10, 1984.

KODACHROME: CHUCK MAGER

MINNESOTA VALLEY ex-Milwaukee GP9s 291 and 315, shown at Bensenville, Ill., on August 5, 1984, were painted in the Indiana Harbor Belt's Gibson Shop. See page 30 for details.

KODACHROME: CHARLES HERAVER

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From the Publisher's desk: Rapid Transit

While in Chicago last August, I got my first good look in some years at the changes made in Chicago's rail service. In the last issue I related some thoughts on the many push-pulls now running on all the lines. I also mentioned the seeing the CSS&SB's new m.u. cars. These shiny silver cars stand out in stark contrast to the double-decked equipment used on the former Illinois Central operation, as much different as the older interurban-style cars were from the IC's vintage fleet of Pullman green heavyweight m.u. cars.

I was again out of town when N.J. Transit discontinued their heavyweight m.u. fleet on the former-Lackawanna Hoboken to Dover and Gladstone lines, substituting new high voltage silver cars. The new cars are modern, faster and more comfortable, but I will always remain partial to the heavyweights.

The DL&W and EL had kept these cars in excellent condition, but during the past few years their age put N.J. Transit at a high cost maintenance disadvantage. Following merger in 1960, the name ERIE was painted on the cars in front of the already existing LACKAWANNA, creating a strangely off-center ERIE LACKAWANNA nameplate. After DOT acquisition, a few cars had experimental paint schemes applied in red and orange—local fans complained loudly while shooting up their Kodachrome on the new colors.

Similar cars once dotted the country, although m.u. equipment was never really standardized during the era of heavyweights. The Pennsylvania's big red fleet often had porthole windows in the end. The MP-54's were ugly beasts, the very factor that made them such a delight to photograph, model, chase and ride. I always preferred the early tuscan scheme, but I do wish I'd gotten more of them in some of the later Penn Central colors before they were put to pasture.

I'll never forget riding the Long Island's third-rail-equipped cars to the New York World Fair. Swooping under the East River your ears would block as the cars gathered speed for the short journey. The LIRR cars were strictly Pennsy at that time, although most were arch roofed. The LIRR also pioneered in double deck equipment.

SEPTA still operates a few of the old Reading heavyweight cars, gaudily painted in later years but originally finished in more sedate colors. These ran into the grand old Reading Terminal in Philadelphia, another casualty of this past year (see page 32).

The New York Central also ran electric m.u. service out of Grand Central, earlier cars being monitor roof equipped and later cars coming with arch roofs and smooth sides. After the Penn Central merger, NEW YORK was painted out of the lettering, and replaced with PENN, much like the EL cars. It didn't look great, but it made for some great period photos.

Electrification of high density commuter lines brought safe, fast, clean rail service to many larger cities, although it has always been popular to pan the service. The severest critics are always those who use the service only during blizzards and gasoline shortages, and then complain they have to stand. Future expansion of these systems will require governmental funding, but seems inevitable and cheaper than continued expansion of major highways.

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Cover

What better way to spend a winter day than photographing a southbound *San Diegan* at Oceanside, California, in beautiful 85° sunshine? With the Pacific surf pounding the beach just beneath the Santa Fe's "Surf Line" between Los Angeles and San Diego, F40 214 leads No. 572 through Oceanside on February 19, 1984. See page 34 for the story of this "Escape from Winter." Kodachrome: Jim Boyd.

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— The Western Lines —

by Robert E. Pounds

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Fanmail

Daylight coverage

After reading the September 1984 R&R I was pretty disappointed. I followed 4449 from Klamath Lake, Oregon, to the Bay Area, then from El Paso to Alpine Texas, another full day in the Bay Area, and finally from Roseville to Andesite (where the helpers from a freight helped 4449 past a glorious Mt. Shasta-at-dusk with a Cadillac leading).

And what did RAILFAN show? Not much. After seeing three issues of superb b&w photos in *CTC Board*, I guess I was spoiled. Then PTJ hit the streets: great stuff (we don't even discuss *Trains*). Well, Jim, just to show you I'm not a chronic complainer, I picked up the November issue and can say you have redeemed yourself—good photo coverage and interesting anecdotes! And there's more.

I especially enjoyed, the piece on Santa Fe's "fleet" in Bagdad By The Bay. It's about time someone covered that operation; I only regret Mr. Cook did not cover the current rail operation in China Basin. I am currently involved in assembling a photo tour of the Western Pacific entitled "Tales of the Western Pacific" (after my 1984 calender of the same name) and had just finished the piece on WP's San Francisco trackage, so Mr. Cook's article was rather timely for me.

The November issue, in my opinion, was sorely needed by R&R readers in the West, as the magazine is getting more of an Eastern slant as each year goes by. But Western fans are somewhat lucky in having two excellent regional mags in the form of *CTC Board* and *Pacific News*. Anyway, not to dilute my kudos, it was a good issue—lets see more!

KEN RATTENNE
Campbell, Cal.

Just six months ago I had never read RAILFAN & RAILROAD. Then last May I received a letter from my nephew telling of his plans to ride the *World's Fair Daylight* with SP 4449 from San Francisco to Los Angeles. He suggested that I take pictures of the train as it came through Colton. I did just that, and the magnificent train awakened a long-dormant interest in railroads.

In May I bought my first copy of your magazine and read it from cover to cover. I found it fascinating and could hardly wait for the next issue. In the September issue I thoroughly enjoyed your coverage of the 4449. MARKERS coverage of "Centennials and the *Daylight*" certainly brought back memories—when I was a kid my dad often took me up Cajon Boulevard to Cajon Pass to watch the trains.

But the articles that prompted me to write are in the January issue. Last night I read your immensely interesting "The Men Who Styled the Streamliners" and then enjoyed the photo spread on the *Daylight*. "Riding the 4449" caused a tingle to go up and down my spine as I read your impressions of the locomotive ride. It was almost like being there with you.

Tomorrow night at this time I'll be riding the *Southwest Limited* on the first segment of 17 days of Amtraking. Our trip will include the New Orleans fair, and on October 20 we will be in Denver for the NRHS excursion to Laramie with UP's 4-6-6-4 3985—which I became aware of through your magazine. Thanks for reviving my interest in trains.

P.S. What are "tunnel motors?"

DON E. TOLES
San Bernardino, Cal.

⊂ *In today's useage, tunnel motors are EMD SD40T-2s or SD45T-2s with the rear radiators arranged for better air circulation in tunnels than the conventional models provide. They are owned by the SP and D&RGW only at this time. The name was derived from electric locomotives—J.B.*

Burlington steam

Thanks very much for the article and photos by Jim Shaughnessy, "Ivan and the 05s" in the November R&R. Having been raised in southern Wisconsin, my railfanning began with the 1957 excursion with 5631 (I was eight years old), and in a sense, "grew up" with the 5632 and 4960. In terms of sight, sound and speed, 5632 was an awesome teacher, the memories of which are all the more bittersweet due to the perversity of her demise. She should have been the most likely candidate for resurrection. I would of course, be pleased to see any surviving S4s or 05s run again.

Thanks also for the comments in MARKERS regarding the feeble excuse offered by the post-Murphy CB&Q regime for getting rid of the two locomotives. It is ironic that some of the nation's railroads that couldn't get rid of steam fast enough in the 1950s are now operating or aiding steam excursions, while some of the stalwart excursion operators of the 50s and 60s will not be bothered with them now. There are some exceptions—UP comes to mind.

My hat is off to all the steam, electric and diesel projects underway across the country and any of the railroads that will help to run such excursions.

DENNIS ARNOLD
Omaha, Neb.

I enjoyed Jim Shaughnessy's "Ivan and the O5s" and am glad you try to keep a good balance between historical and contemporary articles in the magazine.

I doubt that any Russian wheat crop failure had much to do with the return of the O5s in 1956. From 1953 to 1957, the "Q" kept a pool of serviceable O5s, along with 2-8-2s and 2-10-4s, at Galesburg and Lincoln for peak season movements. The wheat rush always brought additional steam power to service out of Lincoln from July to September, then livestock and sugar beets kept some busy until the end of December. The O5s at Lincoln included six oil-burners, one of which was the 5632. The Galesburg power went back to work in September with the corn and soybean movements. Lincoln kept a few 2-8-2s busy all year in the yard, and the Beardstown division had 2-8-2s, as well as a few 2-10-4s working in coal service until December 1957. The only recall after that was on the Beardstown division, at Herrin Junction and Centralia, from September 23, 1958, to January 27, 1959, when five O1a 2-8-2s and two M4a 2-10-4s worked. Eight of the Galesburg O5s were leased to the Grand Trunk Western for about two weeks in January 1957, during

a locomotive fireman's strike in Canada, and one was the 5634.

Burlington's policy of using their 4-8-4s during peak season movements was in sharp contrast to the other grangers, including North Western, Rock Island and Milwaukee, which scrapped their fleets without fanfare from 1952 to 1955.

LLOYD E. STAGNER
Newton, Kansas

Shippers' Lifeline

Two items in your tenth anniversary issue, although disparate geographically, were nevertheless quite familiar to me: the T-MSL photo on page two and the report on the Cadillac & Lake City on page 30.

Am glad to see that a photograph of T-MSL 26 in its newest paint scheme was finally published by a nationally distributed magazine. This unit received its LV-type colors in early June 1983. The president of T-MSL, Joseph T. Zadrusky, and myself met while I was photographing the T-MSL in October 1980. I revealed to him that I was a long time Lehigh Valley fan, was back east on vacation from the Burlington Northern in Colorado, and that I was trying to photograph as much of the old Lehigh Valley that remained as possible. I casually inquired if there were any plans to repaint number 26, and Mr. Zadrusky replied that such a possibility did exist pending on the line's fortunes. A little over two years later I received a request from Mr. Zadrusky for colors photographs of a LV SW1, said photographs to be used as a guideline for repainting T-MSL 26. I forwarded two color prints of LV 112 in early 1983 and am quite pleased with his interpretation of the LV scheme. You will note the omission of the letters LV from the center of the flag logo on 26. This was not an oversight, as the Lehigh Valley Railroad as a corporate entity is still very much alive and does hold the trademark rights to all LV insignia.

I enjoyed the report on the C&LC, but your reporter forgot to mention the C&LC power assigned to the Limon-Falcon job. This is one very pretty little EMD SW1 done up in silver with black from the frame down and yellow trim. The unit is kept at Limon and is easily photographed, the morning being best.

PAUL J. TEMPLETON
Sterling, Colo.

Styling the Streamliners

First: congratulations on Ten Glorious Years. As a contributor to Vol. 1 No. 1, I have had a sort of proprietary interest, and I think you have taken your publication very well in hand. We look forward to ten more years.

But, that's not what really excites me: I was absolutely delighted to see your piece on EMD's styling section. It is not entirely true, you know, that nobody ever mentioned it. Far, far back in the mists of antiquity, I did indeed mention it in my E-unit article in the December 1971 *Trains*. Note that I could get very little data on Styling; now I know why. Boyd had carried off all the goodies! Nobody that I talked to there—and I made three separate visits to the plant to research that article—even mentioned that Buchholz was still around. They all looked rather blank when I asked, and said "they've all retired" or some such. But, note that I did indeed give credit where it was due. All I lacked was the documentation, which you have, to some extent, supplied. Please, please, do more articles on the same subject. There are lots of

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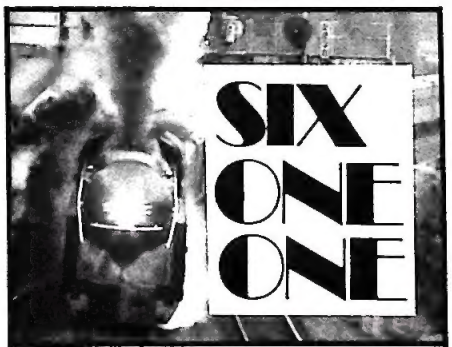

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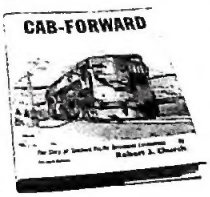

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proposals that were never done, and some have a more complex history than you might think. Naturally, I was fascinated with the Frisco page. But, the proposals for the brown and orange does not derive whence you may think. There is a wash drawing by Otto Kuhler for a streamlined 4400-class 4-8-2, in chocolate brown, orange and black. Does that strike a chord? Does the later ICRR scheme in fact derive from discussions with SLSF? The mind boggles. There is, by the way, a very nice surviving large litho print of the SLSF freight proposal, properly lettered FRISCO and not St. Louis-San Francisco as in the one you show.

The GP35-DD35-DD35-GP35 demo set toured the Frisco after that Railway Progress Exposition appearance. The first Frisco orange and white unit came February 14, 1965, painted by SLSF itself. There's influence for you!

Well, I am delighted any way you look at it. Keep up the good work. If you look up a print copy of my E article, don't bother to write and tell me that ACL 501 was *not* scrapped as the roster says. I've noticed.

LOUIS A. MARRE
Dayton, Ohio

I had overlooked Lou's article while doing my research but then remembered it clearly once it was pointed out. It is an excellent companion to the R&R features with some fine additional photos—J.B.

The Styling Section

Thank you very much for your Tenth Anniversary EMD Styling Section article. As a practicing industrial designer, I was intrigued to read about that part of GM which remained anonymous. When I was a student at Pratt Institute many years ago, GM had a styling studio on campus for those people interested in "fender bending," i.e., automotive design. Many of these young people went on to Detroit after graduation. Had I known then of the EMD Styling Section, perhaps my own inclinations towards design and my interests in railroading would have turned me in another direction!

You mention the reappearance of certain design ideas from time to time. A good design office will never throw away a design just because it hasn't sold. It can always be revived and revised for a new client. EMD did steal from itself, for when I was in Australia, I noticed the Victoria State Railway graphics on their GM ML-2 diesels were lifted directly from the Erie, line for line and color. Perhaps they thought the distance would make it easier to carry off the theft from an American road.

GM design did become dated by the sixties, as graphic design concepts changed, not that what replaced them was any better. Perhaps GM had a better feeling for what looked good, having designed the form to begin with. Between the McGinnis era New Haven, the Valkus CN, and the Lippincot & Margulies CP, there have been many attempts at trying something "original." Not all of GM's designs hold up well, though the majority still look good. That is perhaps the real test, how well they hold up years after they were conceived.

It was a pleasure to see the preliminary sketches and different design approaches that didn't make it. I appreciated the article as a fan, and particularly as a designer.

KEITH WILLS
Montreal, Quebec

In his book "The ML-2 Story" (available from Carstens Book Depot, page 58), Peter Bermingham shows a Ben Dedek proposal drawing in blue and gold of a bow wave theme for the Australian double-enders, but he notes that Victorian Railways officals went over a number of color photos supplied by EMD and chose the Erie as their standard—J.B.

EMD and Alco Styling

"The Men Who Styled the Streamliners" presented a new light on the color schemes used on the EMD diesel locomotives. The color schemes were (are) interesting, and I hope that you will pursue the subject further. It would be nice to know how much influence the customer had on the choice of colors and which color schemes were actually created by Alco or Baldwin as well as from the railroad company's own stylists. The EMD-created designs, with minimum modifications, worked well on the competition-built locomotives and (a personal choice) the Santa Fe "warbonnet" looked better on the Alco PAs than on the EMD E-series.

Well over thirty years ago, while a member of the Purdue University Railroad Club, I acquired a number of the large and small EMD diesel prints as well as many of the Howard Fogg Alco prints which were used for Club open-houses and exhibits. EMD, in particular, sent many duplicates, and both firms were very generous. In turn we displayed many of the prints.

At the time, and since reinforced by your article's illustrations, our club members (and I) noted that EMD's artists and stylists placed all of their emphasis on the locomotive and paid little attention to the rest of the scene. It varied from one print to another and, as you now reveal, was probably the work of one of several artists. The backgrounds are full of a sameness, and proportions are frequently laughable. For example, on page 39 of the November issue you use a print prepared for the Erie. There is a boat in the foreground—a two-seat boat—which in size comparison is about 30 inches in length. The Howard Fogg illustrations were excellent and complete and stood out in contrast to the EMD prints.

Your article presents the evolution of the EMD illustrations in a fine manner. I can now see that these were done for the benefit of the customer and probably well ahead of the delivery of any locomotive. Those designs that were accepted and used were then, with little alteration, used for the publicity prints and cards. Style and color were of more interest than the background. It took a long time but the pieces finally have fallen into place.

GEORGE K. BRADLEY
Birmingham, Mich.

The Alco stylist who applied the EMD/AT&SF warbonnet to the PAs was Chester Mack, an artist still active in the field who has done styling for the Alaska Railroad and the SP bicentennials—J.B.

Erie and M&STL

I really enjoyed the November issue. I was very glad you finished up the tug boat series and covered the Santa Fe tugs. Loved those color photos, especially the blue & yellow photo of the *Paul Hastings*, as I had not realized the red and yellow was out.

I also enjoyed the EMD Styling article, and I am certainly glad for the model railroad derailment which put Jim Boyd on the track of the story. I was very interested in the

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drawing at the top of page 39 and was most surprised to read that it was an Erie proposal. My first glance said, "Oh yes, the first design for Minneapolis & St. Louis." I assume that when the Erie rejected the green, yellow & orange, EMD offered it to the M&SL. The only difference between this drawing and the M&SL's first FTs was the yellow diamond on the nose replaced by an M&SL herald flanked by orange "wings" on the yellow band which wrapped around the nose.

Finally, I hope you will consider a suggestion: In your photo captions, please add the *state* with the town location. On the inside cover there are five photos, and only one implies the state (Greendell Tower, N.J.). The top caption only mentions New Jersey, but I find in the *Official Guide* that both Towanda and Monroeton are in Pennsylvania. A little help for your readers in the Wild West, who get lost between the coal mines and Mafia-land?

GORDON BASSETT
Colorado Springs, Colo.

Sorry about that. I usually try to give complete data, but I sure blew it on that inside cover. The Chinese units and T-MSL are in Pennsylvania, the C&IM is in Illinois, and the Batten Kill is in New York. And those Chinese C36-7s shipped out of Newport News, Va., not Norfolk. Incidentally, one of them was dumped into the harbor when a crane malfunctioned as the unit was being loaded onto the ship—J.B.

Aromatic

I presently subscribe to your magazine and wish to make my comments on same. Aside from Mike Eagleson's column, it *stinks.*

It is my prediction your magazine will be "out of business" within a few years unless some drastic changes are performed.

KENNETH ONDRACEK
Waterloo, Neb.

Professional Kodachrome

How about doing a CAMERA BAG on the new Professional Kodachrome 25 and 64 versus the ordinary 25 and 64 for railfan photography.

CRAIG A. MYERS
Greenville, S.C.

I wouldn't have much to fill an entire column. The only difference between the Professional and regular Kodachromes is that the Professional is carefully aged and distributed to be at the optimum point of its age-related color shift at the time of use. All films change chemically with age, and regular Kodachrome is distributed as soon as the color-shift curve "flattens out" in the predetermined correct color range (the problems with Kodachrome 64 when it was first produced some years ago was that it was marketed with insufficient aging and was being used before the chemistry had reached the proper stability, resulting in unpredictable color shifts). Regular Kodachrome is put into distribution as soon as it reaches the threshold of the acceptable level, while the Professional is aged longer to get it into the flattest center of the aging curve and then refrigerated to slow the aging process. If you're willing to accept the added expense of the Professional film, it will reduce one of the variables in your photography, but the chances are that you could be using exactly the same film with regular Kodachrome if you purchase it before the expiration date on the box. Sending your film to anything other than a Kodak process-

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ing plant will affect your results far more than any difference you're likely to encounter between regular and Professional Kodachromes—J.B.

The GE Dash-8s

I must take exception to the comment you made at the end of the November MARKERS where you said "I'm looking forward to the next ten years—if for no other reason than to find out if somebody will come up with a paint scheme that can make those godawful new GE Dash-8's look good!"

While I haven't seen one of these units personally. I have seen photos of them, and I don't think they are that bad. They are a nice change from the identical-looking diesels on the road today. And they make a nice change because EMD hasn't changed their basic design for years. I would like to see a design change by EMD!

JEFF HENDRICKS
Hettinger, N.D.

GE changed its design to get rid of the expensive-to-manufacture compound curves of its old nose. The EMD carbody is unlikely to change, because it is utilitarian, simple to fabricate and fits the clearance diagram. Something may come, however, if a "full crew cab" becomes necessary with cabooseless trains—J.B.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

LOS ANGELES, CALIFORNIA, February 15-20. Amtrak excursion to Denver and return hosted by Pacific Railroad Society. Leave L.A. on *Southwestern Limited* to Trinidad, Colo., bus to Denver (with stops at Air Force Academy, Colorado Springs and Colorado Railroad Museum at Golden). Then westbound on *California Zephyr* to San Francisco and *Coast Starlight* to L.A. Variety of accommodations available on trains and at hotels with short-return options. Fares range from $480 to $700. Contact: Pacific Railroad Society, P.O. Box 2858, Riverside, CA 92516-2858; 714/684-7458 (afternoons).

STOCKTON, CALIFORNIA, February 23. "Winterrail '85" 7th annual rail photography exposition at Scottish Rite Temple, 33 W. Alpine Ave., Stockton, 10:30 am-9:30 pm. Featuring Gordon Glattenberg's multi-media slide program of the UP's LA&SL operations plus the Imperial Valley of Southern California. Also movies by Wilbur C. Whittaker and much more, including photo contests and flea market. Admission $7 in advance, $10 at door. For tickets and info send large SSAE to: Dave Stanley, WINTERAIL '85, P.O. Box 8771, Stockton, CA 95208-0771.

BOSTON, MASSACHUSETTS, February 23. "Snow Train" excursion to the Berkshires with rare freight-only mileage. B&A main to Selkirk, Rotterdam Junction and Amsterdam via West Shore and Selkirk branches; return through Albany-Rensselaer via Carmen and Post Road branches. Contact: Massachusetts Bay RRE, Box 525, Bedford, MA 01730; 617/277-2843.

AMORY, MISSISSIPPI, April 25-28. "Amory Railroad Festival" with family activities, entertainment, hobo parade, arts & crafts and railroad rides with Mississippian R.R. 2-8-0 77. Contact: Railroad Festival, Downtown Historic Frisco Park, Amory, MS 38821; 601/256-7194.

WINCHESTER, VIRGINIA, May 11-12. Railfan excursion on Winchester & Western Railroad with beautiful scenery, rare mileage and Alco power with photo and movie opportunities. For trip flyer, send SSAE to: Winchester Chapter NRHS, P.O. Box 282, Winchester, VA 22601. Phone 703/662-8964.

INTERNATIONAL TOURS

LOS ANGELES, CALIFORNIA, February 24. Private car trip to Mexico with small party open to the public for 28 days of rail travel on Mexico's most scenic lines. For details send SSAE to: Vistas de Mexico, P.O. Box 2768, Riverside, CA 92516-2768. Ed Von Nordeck, 714/787-8350.

BRITAIN, May 23-June 7. Ride British Rail and preservation (tourist) railroads including Great Western Society, Keighly & Worth Valley, Severn Valley Ry., Tallyllyn Ry., Festiniog and more. Operated by Adventure Travel, 9021 Pacific Ave., Tacoma, WA 98444; 206/531-1757.

CHALLENGER TOURS, P.O. Box 8965, Trenton, NJ 08650 (609/586-4664), is offering the following rail tours. Contact them for full details.

INDIA, February and March 1985. 13-day tours departing every Saturday including fabulous Palace on Wheels and other sightseeing.

FINLAND, February 21-March 2. At least four classes of steam in the snow on special trains. To Europe for Steam tour.

CHINA and RUSSIA, March 9-30. Railway Travel & Photography tour to Siberia and Northeast China including first-ever visits to two forest railways. Lots of steam, riding and lineside photography.

SWITZERLAND, March 15-23. Railway Travel & Photography tour of the Alps by train.

SOUTH AFRICA, March 23-April 19. Fourth Annual Philadelphia NRHS South African Steam Safari will include a week in South-West Africa, ten-day steam excursion (2000 km, 15 classes of locomotives), day train Johannesburg to Durban and two-foot-gauge Garratt-hauled freight trip. Three-week tour also available.

TURKEY, March 29-April 7 and April 12-21. To Europe for Steam tours.

THAILAND, MALASIA and SINGAPORE, April 3-17. Railway Travel & Photography rail and sightseeing from Bangkok to Singapore.

TURKEY, April 18-27. Railway Travel & Photography tour.

WEST GERMANY, May through October. German Federal Railways 150th Anniversary celebration activities. Special tours or combine with other European tours.

SOUTH AFRICA, May 10-25. Railway Travel & Photography tour for steam (additional week in South Africa optional).

ZIMBABWE, May 23-June 9. To Europe for Steam tour on special steam train and steam in Zambia.

SWEDEN and NORWAY, June 13-23. Scandinavia's Railway Scene presents 1500 km behind steam plus museums and trams.

FRANCE, June 28-July 12. Railway Travel & Photography tour.

SOUTH AFRICA, July 5-20. Railway Travel & Photography steam tour with additional week optional to Zimbabwe.

EUROPE, July 5-21. To Europe for Steam tour of Switzerland, France and Italy including TGV.

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EAST GERMANY, July 18-29. To Europe for Steam grand tour with steam on three gauges.

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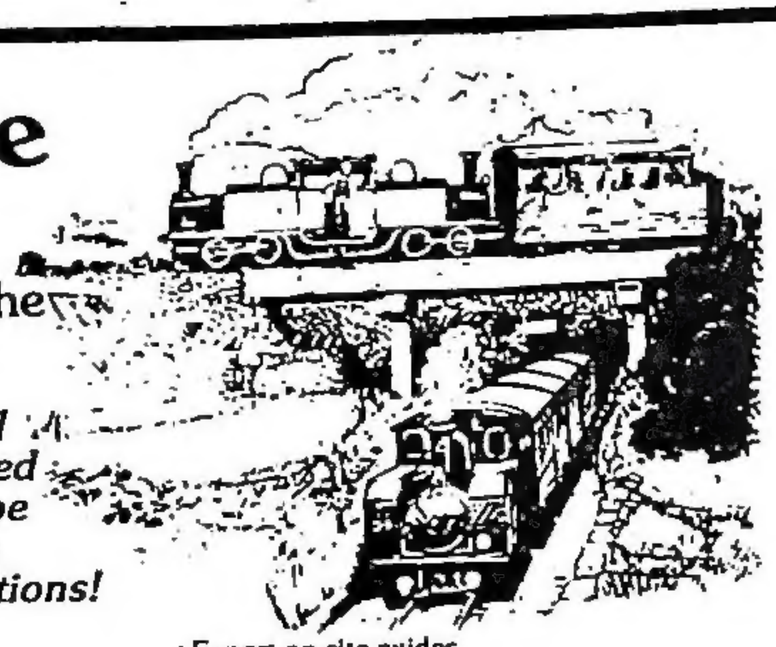

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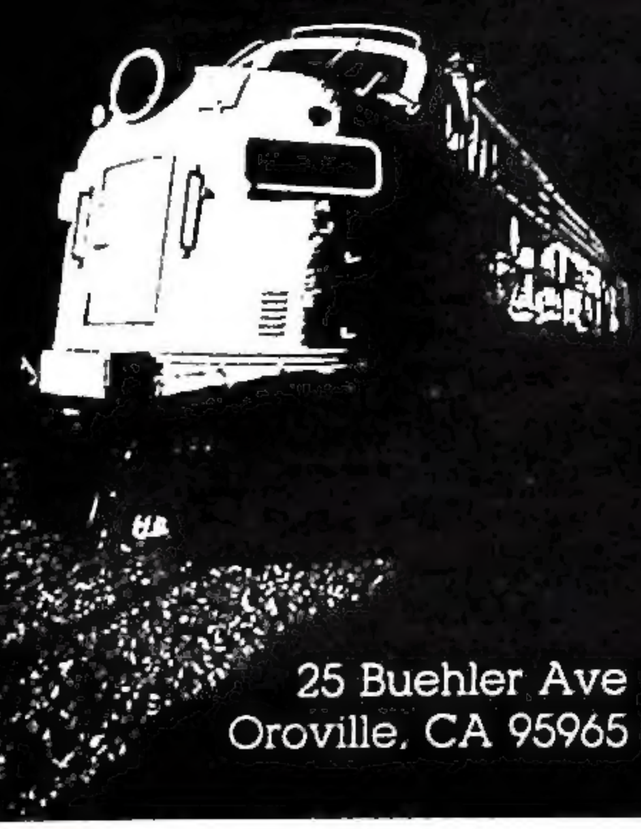

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tour includes steam tram in Germany, French TGV and visits to Switzerland and Austria.

ZIMBABWE, August 16-31. Railway Travel & Photography tour including Garratts and colliery steam.

SWITZERLAND, September 13-21. Railway Travel & Photography tour of the Alps by train.

JORDAN and SYRIA, September 27-October 8. Lawrence of Arabia's fabled Hedjaz Railway is the destination of this To Europe for Steam tour which includes steam specials in both countries.

TURKEY, October 4-19. Railway Travel & Photography tour for a variety of steam.

CHINA, November 15-30. Railway Travel & Photography tour to ride and photograph trains in Northeast China, including steam and industrial lines.

INDIA and NEPAL, November 15-December 7. Railway Travel & Photography tour includes steam on three gauges in India and a Garratt in Nepal.

OXFORDSHIRE, ENGLAND, May 18-June 2. "Great Western Steam 150" celebration at Didcot Railway Centre with special events and steam operations honoring the 150th anniversary of the Great Western Railway. Contact: Great Western Society, Didcot, Oxfordshire; telephone Jeanette Howse, 0235 817200.

GERMANY, July 6-21. Rail tour of Europe highlighting the 150 years of German railroading including steam trains out of Nuernberg. Travel in Holland, Germany, Switzerland and France will include TEE "Rheingold," the "Glacier Express," "Bernina Express" and TGV. Contact: DER Tours, Inc., 104 S. Michigan Ave., Chicago, IL 60603; 312/782-2939.

RAILROADIANA MEETS

GREAT AMERICAN TRAIN SHOW, a model railroad show with layouts on display and trains for sale, trains to operate and "how to" model building clinics sponsored by NIART, Inc., 239 James St., Bensenville, IL 60106 (phone Bob Brush of Jeff Saxton at 312/766-4417), will be held at the following locations and dates. Fare for each is $4 for adults, kids free (discount tickets available at local hobby shops). Hours each day noon to 6pm.

Louisville, Kentucky, February 2-3, Commonwealth Convention Center, 221 4th Ave.

Houston, Texas, February 9-10, Albert Thomas Exhibition Center, Capitol and Bagby Sts.

Dallas, Texas, February 16-17, Dallas Convention Center, 650 S. Griffith.

Oakland, California, February 23-24, Oakland/Alameda County Coliseum, Nimitz Freeway and Hegenberger Rd.

Kansas City, Missouri, March 2-3, Kansas City Convention Center, 301 W. 13th St.

Memphis, Tennessee, March 16-17, Cook Convention Center, 255 N. Main St.

JACKSONVILLE, FLORIDA, February 2. Southeastern Railroadiana Collectors Sixth Annual Railroadiana/Model Train Sale & Trade Show at Holiday Inn Jacksonville Airport, I-95 and Airport Road, 9am-4pm. Admission $2, tables $15. Contact: (large SSAE, please) Jack Martin, 4183 Paran Pines Dr., Atlanta, GA 30327.

MALDEN, MASSACHUSETTS, February 3. "Rail-A-Rama" with dealer tables, exhibits, movies and operating model railroad displays at Summerside Lodge, (former B&M depot) 53 Summer Street in Malden, a short distance from Malden Center MBTA Station, 10am-4pm. Adults $1, kids under 12 50¢, family maximum $2. Contact: Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126; 617/361-4445 (24 hours).

MENTOR, OHIO, February 8-10. Whistle Stop Train Show & Flea Market at the Great Lakes Mall, 7850 Mentor Avenue. Fri. & Sat. 10am-9pm, Sunday noon-5pm. Free parking and admission. Contact: Railway Employees Association, P.O. Box 16489, Rocky River, OH 44116 (James Madden, 216/476-0456).

MILTON, VERMONT, February 9. Burlington Area Railroadiana & Model Railroad Show at Milton High School, U.S. Route 7. 9:30am-3pm. Adults $1.50, kids 6-12 50¢. Contact: Neil Korpi, 114 Hemlock Rd., Milton, VT 05486; 802/893-4157.

GREENBERG'S Great Train, Dollhouse Miniature & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/239-2456; sales tables $20. Admission $4, under 12 free with adult. General information: Greenberg Publishing Co., Sykesville, MD 21784; 301/795-7447.

PHILADELPHIA, PENNSYLVANIA, February 9-10. Philadelphia Civic Center.

PITTSBURGH, PENNSYLVANIA, February 23-24. Pittsburgh Expo Mart, Monroeville Mall, Pa. Turnpike Exit 6.

TIMONIUM, MARYLAND, March 23-24. Timonium Fairgrounds, Exhibition Hall. I-83 Exit 17.

BOSTON, MASSACHUSETTS, March 30-31. Shriner's Auditorium at Wilmington.

SPOKANE, WASHINGTON, February 10. Spokane Model Engineers 9th Annual Swap Meet at the Sheraton Hotel, 10am-4pm (dealer set-up 8am). Admission $2, kids under 12 free with adult. Dealer table $12.50. Contact: Ron Petersen, N. 10526 Overview Dr., Spokane, WA 99207; 509/466-8002.

CHEEKTOWAGA, NEW YORK, February 17. Toy Train Collectors Society Train Show, Sale & Swap Meet at Hearthstone Manor on Dick Road, 11am-4pm. Contact: John Hedges, 160 Dexter Terrace, Tonowanda, NY 14150; 716/694-3771.

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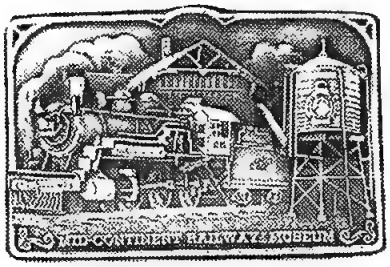

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ALLENTOWN, PENNSYLVANIA, February 24. ATMA Spring Thaw Train Meet at Allentown Fairgrounds Agricultural Hall, 9am-4pm. Adults $3, kids $1.50; tables $12.50. Contact: Robert House, 1240 Walnut St., Allentown, PA 18102; 215/821-7886.

SYRACUSE, NEW YORK, February 24. Syracuse Model Railroad Club 2nd Annual Open House & Train Meet at Eastwood American Legion on James Street, one block east of Midler Avenue. Tables $7 (two for $12, three or more $5 each). Admission $1, kids 25¢. 10am-4pm. Giant operating model railroad and other modular layouts. Contact: Ted Stapleton, 4849 Coventry Road, Syracuse, NY 13215; 315/468-0810

WILLIAMSPORT, PENNSYLVANIA, March 3. Whistle Stop Train Meet at Hepburnville Fire Hall, 7 miles north of Williamsport, one mile off Rte. 15 North on 973 East; 9am-4pm. Ten minutes from Shempp Toy Train Museum. Adults $1.50, kids under 12 free. Contact: Jim Stabley, 208 Beech St., South Williamsport, PA 17701; 717/323-8883.

FRANKLIN PARK, ILLINOIS, March 3. Fourth Annual Chicagoland/Franklin Park Railroadiana Show at East Leyden Twp. High School, 3400 N. Rose (25th Ave), 10am-4pm. Adults $1, kids under 12 free. Contact (LSSAE please): Joe Mazanek, P.O. Box 58, Prairie View, IL 60069; 312/537-0891 or 312/830-0202.

WINCHESTER, VIRGINIA, March 9. Winchester Model Railroad Club Apple Capitol Train Meet at Winchester Armory, 10am-3pm. Adults $2, kids under 12 free. Contact: David D. Deitrich, Route 5 Box 758, Winchester, VA 22601; 703/667-3787 or 667-0363.

WARREN, OHIO, March 9. Steel Valley Train & Toy Show at Candle Light Knolls, Hoagland Blackstub Road, 10am-3pm. Adults $3, kids under 12 free. Senior and group discounts available. Contact: Mrs. Catherine Daum, P.O. Box 10977, Pittsburgh, PA 15236; 412/653-6940.

ST. LOUIS, MISSOURI, March 9-10. Bi-State Area Railroad Meet hosted by Midwest Region and Mid-Continent Region NMRA. Saturday: clinics, displays, swap meet, contests, movies and layout tours. Sunday: tours of railroad facilities. Collinsville Hilton Inn, 1000 Eastport Plaza Drive (Ill. Hwy. 157 and I-55/70) in Collinsville. Saturday 8am-9pm, Sunday 8am-2pm. Admission: $9 in advance, $12 at door. Swap tables $10 each. Contact: Lonnie Boster, 12457 Larkwood, Creve Coeur, MO 63146; 314/434-5980.

CLARK, NEW JERSEY, March 10. "Rail Bazaar '85" hosted by Jersey Central Chapter NRHS at Mother Seton High School (Garden State Parkway Exit 135, Clark Circle), 9am-4pm. One of the biggest in the East with railroadiana, models, rail photos/slides, books and antiques for sale and swap, plus model demonstrations, door prizes and refreshments. Adults $2.50, kids under 12 free, family maximum $5. Contact: Jersey Central Chapter NRHS, P.O. Box 700, Clark, NJ 07066; 201/272-7660.

ROCHESTER, NEW YORK, March 17. Toy Train Collectors Train Show, Sale & Swap Meet at Monroe County Fairgrounds, Minett Hall, 11am-4pm. Contact: Stan Slade, 233 E. Commercial St., East Rochester, NY 14445; 716/248-5735.

GILBERTSVILLE, PENNSYLVANIA, March 17. Gilbertsville Train Show at firehouse on Route 73 just south of Route 100. 9am-3pm. Preregistration $1, at door $2. Kids under 12 and spouse free. Contact: Mark Lehmann, 64E Moreland Road, Hatboro, PA 19040; 215/674-2397.

EAST WEYMOUTH, MASSACHUSETTS, March 23. South Shore Model Railway Club Show, 9am-4pm at Weymouth North High School, Middle Street. Admission $1.50. Dealers, white elephants, movies and displays. Contact: Bob Buchanan, 176R Middle Street, E. Weymouth, MA 02189; 617/331-3686.

CHESHIRE, CONNECTICUT, March 24. Cheshire High School and Band 5th Annual Train Show at Cheshire High School on Route 10, 10am-5pm. Adults $2, kids under 10 free. Contact: T.J. Kotulski, 525 South Main St., Cheshire, CT 06410.

ERIE, PENNSYLVANIA, March 24. Railroadiana & Model Train Show at Rainbow Gardens, Waldameer Park, 10am-4pm. Adults $2.50, seniors and students $2. Dealer tables 14-ft, $20, two or more $15 each; 8-ft. $10. For information send large SSAE to: Carl Amidon, 10118 Hall Ave., Lake City, PA 16423; 814/774-3570.

SPRINGFIELD, OHIO, March 29-31. Whistle Stop Train Show & Flea Market at the Upper Valley Mall, 1475 Upper Valley Pike. Friday and Saturday 19am-9pm, Sunday noon-5pm. Free parking and admission. Contact: Railway Employees Association, P.O. Box 16489, Rocky River, OH 44116 (James Madden, 216/476-0456).

ST. LOUIS, MISSOURI, April 27. McDonnell Douglas Railroad Club "Railroad Show & Swap Meet" at Greensfelder Recreation Complex, Queeny Park, 550 Weidman Road, Manchester, Missouri. 9am-2pm. Admission $1, table advance $8, at door $10. Contact: Richard S. Young, 105 Francisca, Florissant, MO 63031; 314/837-3407.

ASHEVILLE, NORTH CAROLINA, April 27. Western Carolina Model Train & Hobby Meet at the Great Smokies Hilton, 9am-4pm. Admission $2. Contact: David Summerford, Rt.1 Box 41, Pineville, NC 28134; 704/588-0147.

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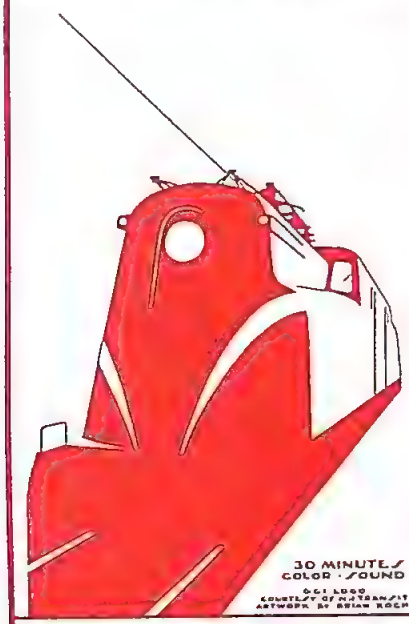

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Railroadiana

New Carstens C&O book

Copies of *Chesapeake & Ohio,* by Thomas Dixon (Carstens C49 $14.95) should be available at hobby shops and other outlets as you read this issue. It covers the late steam and postwar diesel period and includes a chapter on the Pere Marquette. Superb photography from C&O archives and the finest photographers make this book one you won't want to miss. The C&O book will be followed by *Seaboard Coast Line* by Bob Warren. Both are softcover on heavy coated stock.

What's new?

We sat in on a slide show a couple of weeks ago that consisted of about 140 full color action scenes of Western Maryland steam taken by William Price of Cumberland, Maryland, between 1946 and 1953. What makes this show so special is that it was the final selection of photos for a new full color book being prepared by the Potomac Chapter NRHS for release sometime in 1985. The working title is *Western Maryland Steam Album,* and the estimated price will be in the $30 range. Watch this column and our display ads for a pre-publication offer as soon as the details are finalized.

Locomotives of the Duluth, Missabe & Iron Range, by Franklin A. King, is a recent hardcover from *Pacific Fast Mail,* P.O. Box 57, Edmonds, WA 98020. The book is 320 pages with over 500 photos illustrating the Missabe's fascinating roster of everything from handsome 4-6-2s and utilitarian 2-8-0s to 0-10-2 switchers and the legendary 2-8-8-4 Yellowstones—plus, of course, the diesel roster including the short-lived switchers and Alco DL600s. There is also a photo section on the other iron mining roads of the region. The price is $39.50.

There was no mistaking a Santa Fe town when you got down to the depot—the stations were universally distinctive and attractive. Kachina Press has captured the essence of this in *Santa Fe Depots—The Western Lines,* by Robert E. Ponds, a 240-page hardcover, attractively laid out with superb photo reproduction. It reportedly shows *all* AT&SF depots in Colorado, western Kansas, western Oklahoma, western Texas and all of New Mexico except the A&P west of Albuquerque. While most of the photos rightfully concentrate on the structures, there are enough "train" shots to keep things interesting. The price is $49.95 from *Kachina Press,* 1025 Elm Street, Dallas, TX 75202-3112.

A paperback version is now available of the book *Long Steel Rail: The Railroad in American Folksong,* by Norm Cohen. It relates the words, music and historical background of both the subject and composer/artist of 85 railroad folksongs including "Freight Train Blues," "Wabash Cannonball" and "Casey Jones." The price is $17.50 from *University of Illinois Press,* Box 5081, Station A, Champaign, IL 61820.

Mal Ferrell wrote a delightful feature on the Argent Lumber Company of South Carolina that has been put into a special issue of *Light & Industrial Railway Quarterly.* The well-reproduced 20-page magazine contains diagrams of the mill and railroad at Hardeeville, numerous photos of the woodburning locomotives and plans of Porter 2-6-0 No. 3. It's an interesting piece for any logging fan. The Special Summer Issue is $4.75 postpaid from Thomas A. Yorke Ent., P.O. Box 1330, Fontana, CA 92335-0421.

A detailed guide to the freight trains and symbols of the Santa Fe has just been published by John Carr in *Santa Fe Freight Train Symbol History, 1968-1984.* It explains the Santa Fe's system for designating symbol freights and gives their current schedules and consists. Included are trains that have been discontinued within the time period. It should be a valuable companion to anyone seriously railfanning the Santa Fe. The price is $12 postpaid from John M. Carr, 5800 Westerwald Pl., Apt. 104, Virginia Beach, VA 23462. The book is 88 8½"×11" pages, softcover.

Since railfans are often into other hobbies—fire engines and pipe organs frequently come to mind—some of you may be interested in a one-hour tape cassette of a Wurlitzer Style 153 Band Organ used on an old fashioned merry-go-round. It includes 23 traditional carousel marches and waltzes. Tape W153-5 sells for $9.95 (Penn. res. add 6% sales tax) plus 75¢ postage from *Carrousel Music,* Box 231, Chambersburg, PA 17201.

There's an interesting and very readable little history of New York state's Unadilla Valley Railroad available from *Fred Pugh,* West Edmeston, NY 13485. The book is well illustrated, and the author's writing and photos fill it with the down-home style that is part of short line railroading. The $21.50 price includes postage and handling.

Retired Santa Fe locomotive engineer Henry Young has written a new biography of Haywire Mac, a name fondly remembered from the old *Railroad* Magazine. This 82-page 7"×9" softcover includes numerous photos, well reproduced, the words and music to "The Big Rock Candy Mountains" and "Hallelujah I'm a Bum," and all sorts of lore relating to Haywire Mac's railroading and entertaining activities, including a discography of his recordings and even a copy of his death certificate. It's a fascinating book for $6 postpaid from *Henry Young,* 213 East Victory Ave., Temple, TX 76501.

Calendar Call

Operation of the museum's 4-6-0 1385 on the C&NW the past couple of years made possible three of the photos in the Mid-Continent Railway Museum's "Whistle on the Wind—1985 Steam Calendar." This large 20"×13" folded-out wall calendar features good black & white photo reproduction on heavy stock of the 1385 and other museum equipment including doubleheaded 4-6-0s in the snow and the same pair at night, some C&NW views from the 1800s and Phil Hastings photos of DM&IR steam at night, a C&NW 4-6-2 and DT&I steam in 1955. The calendar sells for $4.95 postpaid from *Mid-Continent Railway Museum,* P.O. Box 55, North Freedom, WI 53951.

Reading Company scenes ranging from an action shot of a Pacific at Tamaqua Tunnel to roster views of 4-8-4s, F7s and FAs and equipment shots including a 4-wheel caboose and a wrecking crane are featured in the "1985 RCT&HS Reading Railroad Calendar"

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from the *Reading Company Technical & Historical Society*, P.O. Box 356, Birdsboro, PA 19508. The photo quality ranges from very good to a little muddy on this 11"×17" folded-out wall calendar which sells for $4 postpaid.

When you've got folks like Ben Kline and Tom Dixon digging into their files for interesting and unusual photos of West Virginia logging operations, you can put together a calendar that will appeal to anyone who was ever fascinated by the idea of a geared engine in the woods. The *Mountain State Railroad & Logging Historical Association, Inc.*, P.O. Box 89, Cass, WV 24927, has produced just such a calendar in the typical 11"×17" folded-out wall format. The b&w reproduction is very good on scenes of Shays and Climaxes in working logging operations, plus a narrow gauge Valley River 2-8-0 and a fine view of a BC&G 2-8-0 working the tipple at Widen. There are also a couple of views of sawmill operations. The captions are intelligent and informative. The price is $4 plus 85¢ postage.

Very fine b&w photo reproduction on heavy gloss stock does justice to superb Preston George action photos in the Central Oklahoma Railfan Club 1985 Calendar. This 11"×17" folded-out wall calendar includes action of an AT&SF 2-8-2, 4-6-2 and 4-6-4; Frisco E7s, 2-8-0s and a 4-6-2; a KCS 2-10-4; Katy 4-4-0 and 2-8-2; and Rock Island 2-8-2, 4-8-2 and 2-8-0; along with an Oklahoma Railway streetcar. The price is $4 plus $1 postage and handling from: *Calendar*, 2936 Bella Vista, Midwest City, OK 73110.

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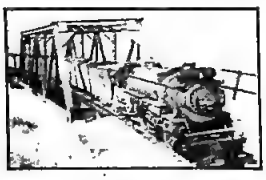

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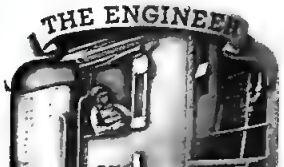

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Golden West Books has continued its tradition of fine railroad calendars with very good photo reproduction in its 8½"×11½" folded out format 1985 Steam Railroad Calendar and 1985 Electric Railroad Calendar. The steam calendar features fine action views of a C&NW 4-6-2, D&RGW 2-10-2s, L&N 2-8-4s, SR 2-8-2 4501, C&S 2-8-0 Atlantic & Western 4-6-0, B&O EM-1 2-8-8-4, Strasburg's PRR 4-4-2, CNR 2-8-0, UP 4-6-2s, B&LE 4-6-2, AC&Y 2-8-2, N&W 4-6-2 and RGS 2-8-2 (14 months: December 1984-January 1986) by the finest photographers in the field. The electric calendar includes a Johnstown Traction PCC; the Androscoggin & Kennebec; MBTA; Dallas Railway & Terminal; a Washington & Old Dominion portholed boxcab; the Altoona & Logan Valley; Pacific Electric; Connecticut Company; Market Street Railway in Burlingame, Cal.; Waterloo, Cedar Falls & Northern; Ft. Collins Municipal Railway; Anaconda Cooper; a Philadelphia & Western Bullet and a classic Bill Middleton pan shot of a "big keystone" GG1. These calendars are a quality bargain at $2.95 each from: *Golden West Books,* P.O. Box 80250, San Marino, CA 91108 (add 85¢ for postage and handling; Cal. res. add 19¢ each sales tax).

Nice photo reproduction and an interesting variety of scenes characterizes the 1985 Railway Calendar from the Lackawanna & Wyoming Valley Chapter NRHS. A color photo of Steamtown's first run in Scranton is on the cover of this 8¼"×14½" folded-out wall calendar. Inside are b&w views of a DL&W streamlined 4-6-2, Scranton Transit streetcars, Erie 2-8-2, LV RDC, Laurel Line cars, the Wilkes-Barre Railway, a DL&W yard scene, a D&H Canal Company passenger car, an LV 4-6-0 and DL&W E8s. The price is $3.50 postpaid from: *Calendar,* Dept. RR, P.O. Box 1152, Scranton, PA 18501.

Well-reproduced b&w photos of local rail subjects make up the Salamanca Rail Museum Calendar 1985. This 12"×8" folded-out wall calendar includes a B&O 2-6-6-2, 4-6-2 and RF16 Sharks; Erie 2-8-2s and F3s; a B&OCT SW1 and a number of vintage depot scenes. The price is $3 postpaid from: *Salamanca Rail Museum Association,* P.O. Box 170, Salamanca, NY 14779.

Book Reviews

Keep 'Em Rolling, by Ron Watson, 144 8½"×11" pages, hardcover. Published by *The Boston Mills Press,* 98 Main Street, Erin, Ontario N0B 1T0; $24.95.

I must confess that as I flipped quickly through this book for the first time, I wasn't particularly impressed; the photos seemed fragmentary, often rather dark and sometimes crooked. Well, it pays to look a lit-

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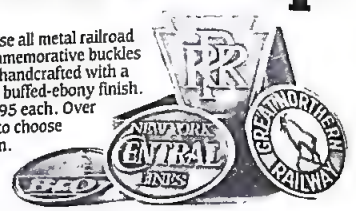

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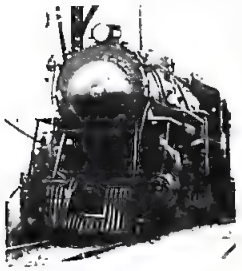

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tle deeper, for this is not an ordinary train picture book. It is the photo album of a working railroader/railfan whose career as a machinist in CNR's Spadina Roundhouse in Toronto spanned from 1923 to 1966—Harry Watson, the father of the author, took his camera to work over those years and snapped away at the trains and people that made Spadina the focal point of the railroad in that city.

The book begins by introducing Harry and presenting a brief historical background on the Toronto engine facility that became his workplace. Then in a series of illustrated anecdotes it leads you into Harry Watson's world of locomotives and dirty, hard work. Before you know it, you're hooked. There are snapshots of work gangs and railfan photos of 2-10-2s stomping by that would do justice to a Jim Shaughnessy credit line. One page tells about 4-8-4 6218 being used to haul down the old steel water tank—which surprised everyone by collapsing and erupting into flames. Another relates how a supervisor played a practical joke on the striker's picket line who thought they had—and indeed had—the railroad shut down totally; he played a tape recording of a moving locomotive over the Spadina public address system and had everyone running to see who the scab was who was breaking the strike.

There are photos of steam engines, diesels, accidents and excursion engines in this book; more than enough to keep the equipment fan happy. and there is a human side of railroading—not pulled out and defined as such, but it's there in the photos and captions, like the father taking his son through the family scrapbook—J.B.

Traction Publications by Joe L. Diaz

CINCINNATI STREETCARS, NO. 9, Streamliners and War Horses, by R.M. Wagner and Roy J. Wright. 52 8½" x 11" pages, softbound.

The great attraction in this volume is the detailed look at street railway operations in Cincinnati. In 120 photographs we are treated to scenes of the Cincinnati Street Railway Co. in the 1939-1947 era: the old reliable deck roof cars (some of them modernized), Peter Witts, Curved Side lightweights and the new PCCs. The reader will enjoy the scenes of the cars in operation, along with several interesting studies of the diverse car types, with informative captions. Photographic reproduction is good, with attention to details. The attractive livery, yellow and green, of the post-war PCCs is displayed in full color views on the front and rear covers. Additionally there are numerous reproductions of transfers, tickets and carhouse and trackage diagrams, along with timetables and some company advertising material.

Cincinnati was by any measure a fascinating street railway scene, and this latest in the series by Wagner and Wright is meant for the traction fan's pleasure. We recommend it to all with any interest in street railways. It is available at $12.95 postpaid from *Trolley Talk*, 59 Euclid Avenue, Wyoming, OH 45215.

FORWARD IS THE MOTTO OF TODAY'S STREET RAILWAYS IN CHARLOTTESVILLE, VIRGINIA, 1866-1936, by Jefferson Randolph Kean. 80 8½" x 11" pages, softbound.

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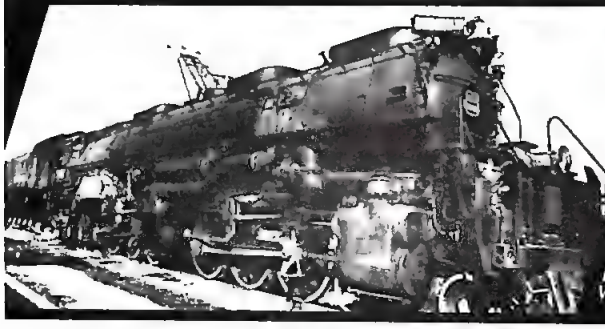

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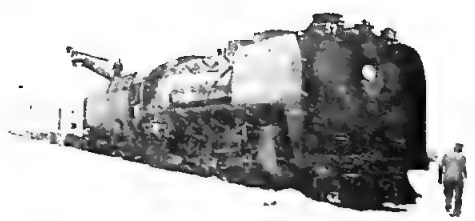

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earliest beginnings on January 15th, 1867. An obviously great amount of research has been carried out by the author. Every facet of the company's operation and very existence is covered.

This was always a small operation: one route with a short branch and a modest roster of rolling stock (33 cars, open and closed, motor and trailer, all single truck). The last cars, the most modern acquired, were seven single-truck Nearside cars bought new from the J. G. Brill Co. in 1913 and 1914. They were, of course, equipped for two man operation and remained until motorization in 1935. Prior to the Nearsides, most of the cars were obtained second hand.

A brief equipment roster, with interesting notes, a trackage diagram, some financial details and brief photographic coverage make this an interesting and worthwhile volume. It's available at $9.00 from *Harold E. Cox*, 80 Virginia Terrace, Forty Fort, PA 18704.

WEST JERSEY RAILS, A Series of Stories about Southern New Jersey Railroad History, by the West Jersey Chapter NRHS. 52 8½" x 11" pages, softbound.

This attractive volume contains 14 illustrated articles from past issues of the West Jersey Chapter's monthly newsmagazine, the *Crew Caller.* The diverse nature of the members' interest is reflected in these articles covering city and interurban trolley lines, steam and electric traction commuter trains, marine operations, branch line trains and high-speed mainline expresses.

Of particular interest to traction fans will be the well-illustrated coverage of PS Rys. Camden area trolleys, which includes an excellent track and route map. Photographic reproduction is generally very good, particularly considering the vintage of the originals. It's an attractive volume, available at $7.50 postpaid from the *West Jersey Chapter NRHS*, P.O. Box 101, Oaklyn, NJ 08107.

Product Review

Bledsoe Rail Slides, P.O. Box 377, Crowley, TX 76036. 35mm duplicate slide sets; box of 20 slides $8, box of 40 slides $15.

Mike Bledsoe and his son Steve get around—chasing the *Daylight* to New Orleans or MoPac SD40s out of a thunderstorm. It was a Steve Bledsoe shot of the Texas State Railroad's green Santa Fe Pacific that was on the cover of the May 1984 R&R and the MP SD50 on page 2 of this issue. All of this photography has made possible a very successful business in railfan 35mm slide sets.

Concentrating on their own contemporary material—or Mike's work dating to the 1960s—the Bledsoe's have covered the U.S. west of the Mississippi with high quality railfan action and roster photography which they have edited into 20-slide or 40-slide sets on a wide variety of subjects. Their list includes such general topics as "Mixed diesel and steam" and such specifics as "1984 UP Centennial Action" and "SP 4449 Portland-New Orleans-Phoenix." Their current catalog lists 45 sets that sample all of the major Western U.S. railroads and a good number of short lines and steam operations.

Initially specializing on limited runs (100 sets) on each subject, the business and demand has now shifted toward "stock" sets that will be continued as long as the demand requires. The limited run sets will not be duplicated, but the same subjects may be covered with different slides. Incidentally, even though some subjects may apear in a number of different sets, no individual slide will ever show up in more than one set. Mike will be expanding his inventory at the rate of about 15 new 20-slide sets per year.

Bledsoe's slides are commercially duplicated by Stokes Slide Service of Austin, Texas, with most being mastered from internegatives, assuring consistent quality. With contemporary copying equipment, computerized densitometers and low-contrast duplicating film, "duplicate" is no longer a dirty word in the slide business—it's still possible to get poor dupes, but Mike runs a family business with a commitment to quality, and he promises satisfaction or your money back. An indication of his quality is a recent *Mainline Modeler* cover of MP SD40s that was a dupe out of a stock Bledsoe set.

No review will convince anyone of the quality of a slide set, so Mike is offering a free catalog and sample slide to anyone writing to

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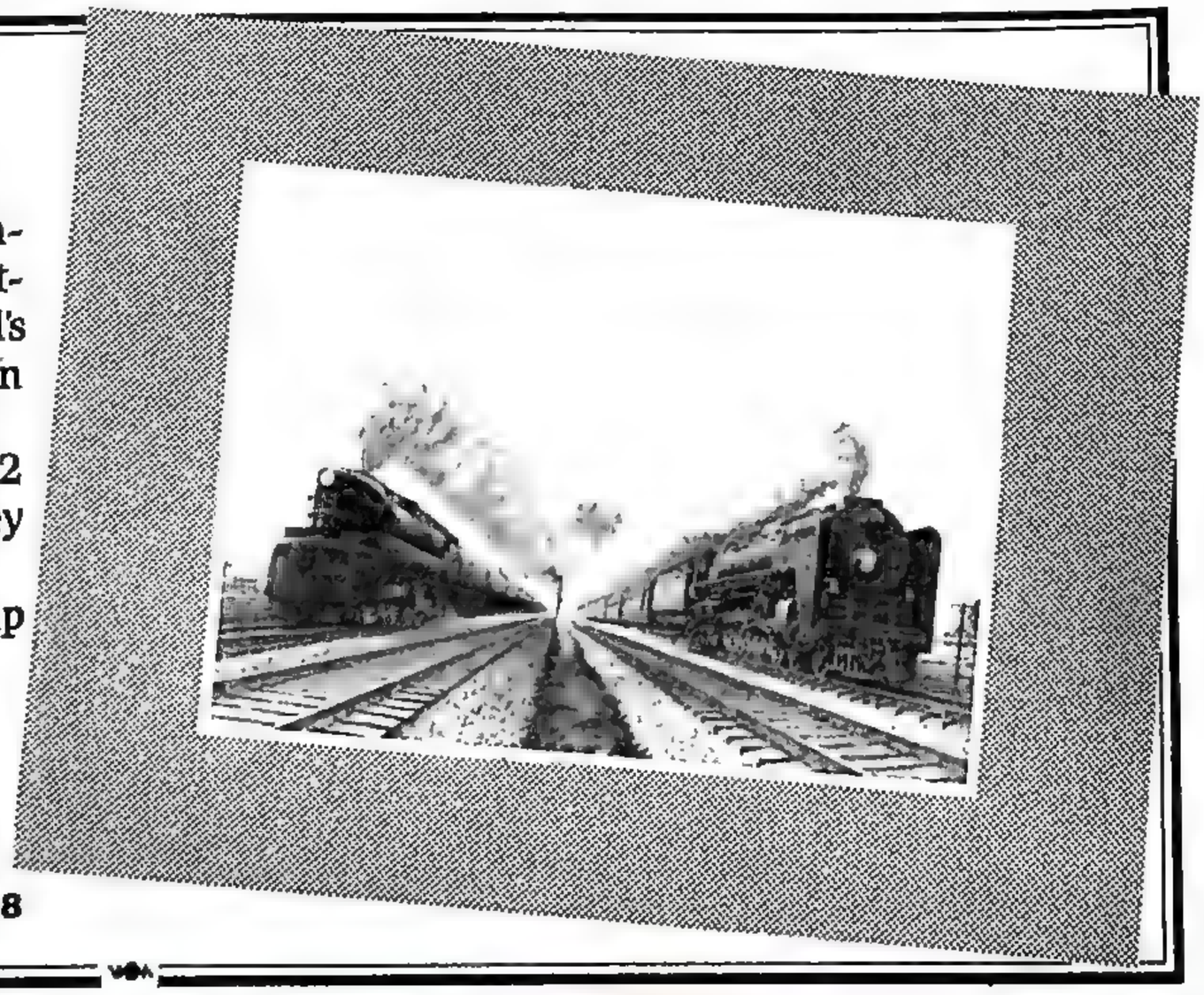

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Videos

"4449, Daylight Delight," by Hopewell Productions, 345 Brandon Ave., Struthers, OH 44471. VHS or Beta videocassette, 43 minutes, $59.95.

Fine, professional camera work by San Jauquin Photographics and Jim Haworth combine with a good story line and overall production by Rich Melvin to make a very entertaining record of the 4449's run to the Louisiana World's Fair in May-June, 1984. This tape concentrates in detail on the run from Portland to Los Angeles and then highlights the return home to Portland in the Cascades.

Having followed the 4449 on the same portion of its route, I felt that this tape was very much like the actual chase, with about the same number of encounters en route and all the important bases tagged. After a brief introduction about the 4449's restoration for the 1981 Sacramento Railfair and overhaul and test runs in early 1984 in Portland, they take up the departure for New Orleans.

The action clearly follows the beautiful *Daylight* train down through Oregon to the Cascades with numerous runby sequences—computer-generated captions identify most locations with milepost, grade percentage and estimated speed. You are immediately struck by the sheer speed the train was making. One particularly notable shot is a long, uninterrupted pan along a lake just south of Klamath Falls that captures the beauty of the locomotive, consist and countryside. There is also some footage from an airplane and even a shot of the airborne motorcade.

Display at the Sacramento museum features SP 0-6-0 1269 and the SP E9 greeting the 4449. There is then good coverage of the train south of San Francisco with the canteen absent (set out above San Jose with a hotbox) and some side-by-side pacing of both the engine and obs. The scenes of Tehachapi Loop are marred somewhat by sound distortion (the combination of turbocharged EMDs and a hard-working Lima was more than the video system could handle), but the over-and-under effect was captured reasonably well.

Anybody who chased the train, however, knows that while Tehachapi Loop was a "must" just to say you'd been there, the real show was the climb to Vincent at the top of Soledad Canyon with no diesel helpers. They were in the right place at the right time.

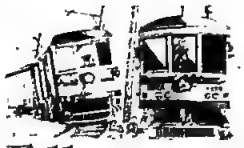
This tape then takes the train into L.A., briefly summarizes the continuation to New Orleans and wraps up with some scenes in Oregon on the return leg of the trip. The video quality, editing, narration, and camera work are quite good, and the tape gives you a feeling of "being there" for the Portland-L.A. segment of the trip—J.B.

"World's Fair Daylight 1984," by Video Rails, P.O. Box 80001, San Diego, CA 92138. VHS or Beta II videocassette, 60 minutes, $69.95 (Cal. res. add 6% sales tax). VISA or MasterCard accepted; 619/272-2776. Send for free brochure.

In one of the opening scenes of this tape, a GS4 is departing L.A., but you're not sure if it's the 4449 or something earlier—until a trolley passes on a bridge overhead. Some superb old film footage of *Daylights*—including a doubleheader with a cab-forward—provides an unexpected introduction and illustrates how accurately the 1984 consist portrayed the past (in spite of smooth-side cars in place of the SP's rib-sides).

After the opening titles—somebody was having a lot of fun with a special-effects generator—Doyle McCormick narrates a "slide show" depicting the overhaul of 4449 in Portland that includes some step-by-step shots of the removal of a flue sheet and interior views of the new firebox. It's a very effective technique.

Once on the road, this tape covers the entire run to New Orleans and back, by necessity taking some very big steps between locations. They hit Klamath Falls, Tehachapi Loop, Soledad Canyon and Beaumont Pass (behind four SDs) and then followed the train across the desert country into Texas, complete with SP semaphores in action.



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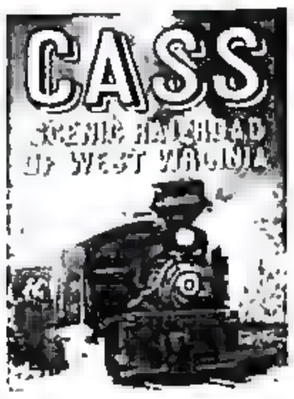

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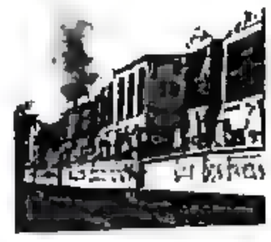

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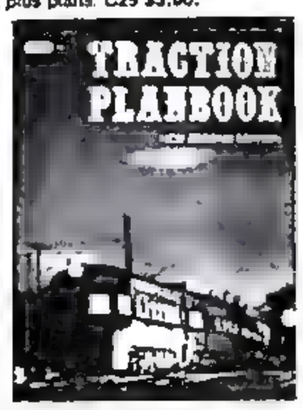

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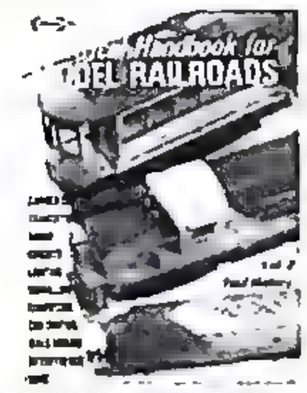

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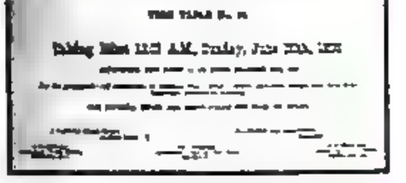

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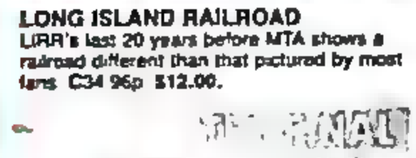

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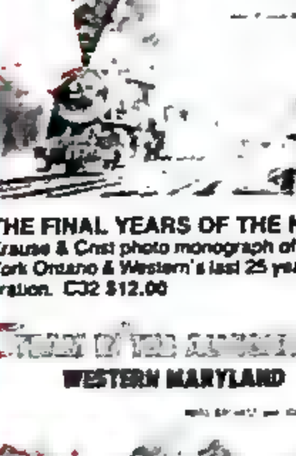

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At one point, Dick Yager gives a good explanation of the fireman's controls in the cab. There are more runby scenes before another slide show illustrates the fair itself, including a couple of shots of UP 8444 on display.

On the return trip there is some cab-riding, including hand-held shots alongside the cab that really capture the feeling of riding a steam engine at speed. Jack Wheelihan gives you a tour of the engineer's side of the cab, explaining the gauges and controls. During one in-cab sequence, Doyle McCormack is getting the train under way and hollers out the window, "Are you with the train?" The engine noise drowns out the affirmative reply as Doyle calls back, "You just got left!"

The westbound passage through Texas, New Mexico and Arizona includes runbys, side-by-side pacing and some interesting close-ups. The highlight of the tape, however, is the helicopter coverage of the run up the coastline, shot from over the ocean of the train on the bluffs. You also get the famous Lake Shasta bridge shot from the air.

The video quality, camera work, editing and narration (by Don Harris) in this production are top-notch. It's a good, clean professional presentation. While the Hopewell tape was closely focused on one portion of the run, giving you the feel of being on the chase, the Video Rails tape is more documentary in form, covering the entire length of the run and including more introductory and interview material. They are both of fine quality and different enough to make each worthwhile to the viewer—J.B.

Camera Bag

BY JIM BOYD

Tape/slide productions—II

In the January issue we were discussing tape/slide shows, with emphasis on how to prepare the tape. The most important point was to script the show and do the tape first, then select the slides to fit the tape. It is much easier to add or delete a few slides than it is to change the tape.

What makes up a "show?" A tape/slide show should be different from the typical "live" slide bash. "Here's a left side of a Penn Central GP38 at Columbus . . ." is not the sort of thing you need a music background and elaborate tape narration for. Because the idea of a tape/slide show will raise your audience's expectations, a dull subject will be *deadly* dull in a big production. "All My Roster Shots of SP SD45s" would not be a suitable subject for a tape/slide production unless you're into audience sleep therapy.

My first program was a project of the North Western Illinois Chapter NRHS on the Golden Spike Centennial Limited of 1969, that included slides from about a dozen photographers and covered the "Blue Train" over its entire route. For important parts of the story for which we had no first-hand coverage, we copied photos out of books and magazines to fill in the missing pieces (we used various colored filters to give some visual life to the black & white photos—light blue and yellow worked the best). A production number about the golden spike on the Johnny Cash television show was tape recorded off the air and used as a centerpiece of our production, with still photos from books and contemporary slides of UP and SP diesel action providing the visuals for Cash's narration and music. Even though the taped sound quality was marginal, the zest of the production made it work.

"Amtrak: End of an Era," was a production using my own material that focused on the last days before Amtrak in Chicago. The nucleus of the subject matter was three days of photography showing the last runs of Chicago's passenger trains and the start-up of Amtrak operations. This was almost as bad as a series of roster shots, so I expanded the coverage to include a summary of all the wonderful passenger trains that existed in pre-Amtrak Chicago, showing one railroad at a time. The full length of Arlo Guthrie's *"City of New Orleans"* provided background for the entire Illinois Central fleet, while the first half of Johnny Cash's *"South Wind"* was perfect for views of the PRR/L&N/SCL every-other-day Florida streamliner with ACL/SCL pool power. Funeral-like music from the soundtrack of "Patton" provided a fitting background for the day of last runs before Amtrak.

A word here about the music. It is illegal to tape commercial music for anything other than personal entertainment. If you put on slide shows for a fee or package them for sale, you must secure legal rights to any music you use. Even using records for a private slide production is probably subject to legal interpretation, though it's doubtful that any rational person would give you a hard time about it.

Getting back to subjects for a slide show, remember that you will be investing a lot of time and effort, so make the topic something that you know well and have more than ample photo coverage on. For instance, I could probably do a good, tight show on chasing the 4449 from Portland to Los Angeles last May, including flashbacks to the 4449 on the Freedom Train, at the 1981 Sacramento Railfair and being overhauled in Portland in February 1984. Any other steam or museum op-

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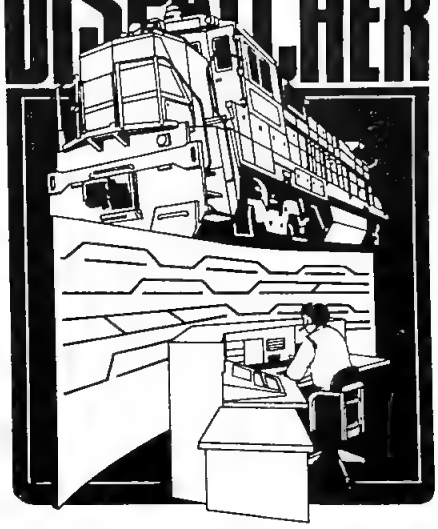

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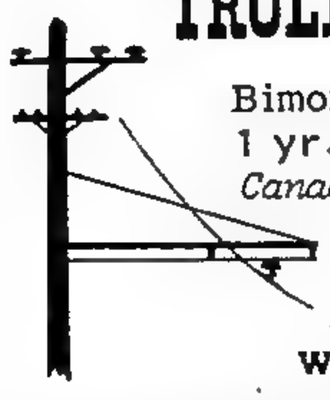

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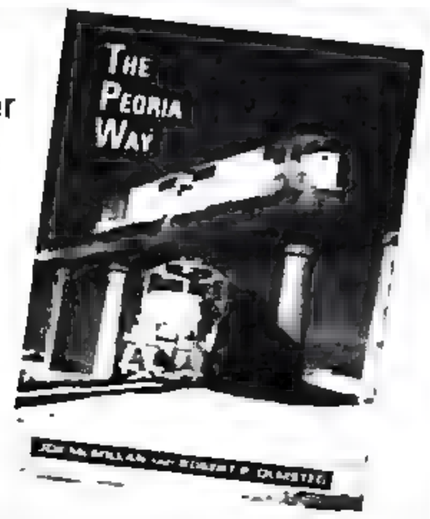

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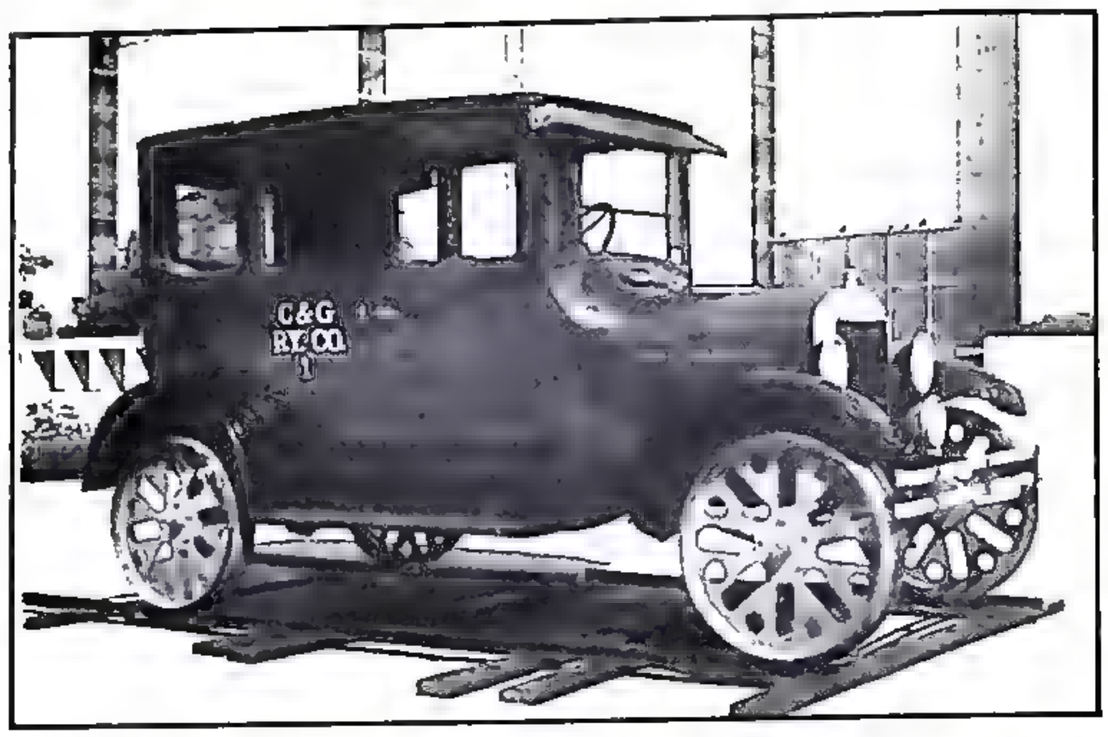

On January 20, 1927, Mr. J.H. Rigby, Superintendent of the Columbus & Greenville, recommended to President A.T. Stovall that the railroad purchase a 1927 Ford Model T and equip it as a rail inspection car. On August 28, 1927, the vehicle was purchased, complete with four steel wheels and an underside jack and turntable for the total cost of $867.34.

The Model T served the C&G until 1948—outlasting a derailment-prone circa-1940 Nash—when it was replaced by a 1947 Buick, which is still in use on the railroad today (see November 1982 R&R, page 25 for photos). In 1972 the Model T was presented by then-President Robert C. Stovall, Jr., to long-time C&G employee Bennie Ivey, who took fine care of it. In 1978 Mr. Ivey conveyed the car to Sam Y. Wilhite and H.C. Bitner, and in 1980 "Mr. Sam" conveyed his share of the car to Mr. Bitner. On June 19, 1984, C&G Chairman and President Sam Y. Wilhite had the railroad repurchase the Model T from Bitner, and two months later authorized its donation to the Smithsonian Institution in Washington, D.C.

In early September, the Model T—the last rail car of its type known to exist—was transported to Washington in a U-Haul truck and parked on its road tires in the basement of the National Museum of American History overnight, before being driven up to the mall entrance where the rail wheels were installed and it was displayed on a piece of temporary track. On hand for the ceremonies on September 6, 1984, were Sam Wilhite, Mississippi Congressman G.V. (Sonny) Montgomery and Wayne Smithy, Ford Motor Company Vice President, Washington Affairs. After presentation to the Smithsonian's Bill Withuhn, the Model T was fired up by Mr. Sam for the press. It was later driven to the hall to await display.

PHOTOGRAPHY BRIAN MANWILLER

THE COLUMBUS & GREENVILLE RAILWAY donated its 1927 Ford Model T rail inspection car to the Smithsonian Institution on September 6, 1984. Here C&G Chairman and President Sam Y. Wilhite (r) and Mississippi Congressman Sonny Montgomery (center), stand with Bill Withuhn of the Smithsonian at the National Museum of American History.

eration would be similarly good subject material.

Another program I've had in mind is "Countdown to Conrail," which would show all the railroads that went into Conrail along with some before-and-after comparisons. A study of the D&H or the growth of new short lines would make good programs.

The mere process of production, however, will not elevate pedestrian material into something spectacular—a boring subject will seem even more boring because you expect more from a "production."

How long should the program be? Keep it under an hour. My Amtrak show at 54 minutes ends just in time. "Who Says Steam is Dead?" is at least 20 minutes too long at an hour and 20 minutes—it is a fast-paced production that goes over well with the die-hards, but most audiences made up of wives and "civilians" tend to applaud with relief rather than appreciation.

My best advice would be to make your program fit one side of a 90-minute cassette. Forty-five minutes is about right for all but the most grand of subjects. One side of a 120-minute tape (as on my Amtrak show) will work if you just can't keep the subject down to 45 minutes. The 120-minute tapes, however, are hard to find and tend to be very difficult to work with using the PAUSE button for editing—because of the mass of the tape reel, it would tend to stretch or slip on starting and stopping, making very messy transitions. I would suggest making your master on a 60 or 90 and then final dub it onto the 120 for the road version only.

The hour-and-twenty-minute steam show uses a 90-minute tape, which I have to stop and flip in the middle of the show. The tape change is very distracting to the audience and should be avoided if at all possible (the show is already too long if you have to flip the tape). Using a reel-to-reel tape recorder is an obvious answer to making a program as long as you wish, but that type of equipment is much more expensive and harder to come by than the now-common cassette decks—but if you have reel-to-reel equipment, by all means use it for either the master or the road tape (mastering on reel-to-reel and then dubbing to cassette for road work is probably the ideal situation).

How many slides in that hour-and-twenty-minute program? Twelve 80-slide Carousels. There are about 900 slides, since some of the reels are not full. That works out to about eleven slides a minute or one every 5.3 seconds (the Amtrak show has seven Carousels, 540 slides in 54 minutes). That may seem like a very fast pace, but even at that the program has its slow moments. I do not describe every shot, so slides can follow in rapid-fire order to present an impression rather than be bogged down in a detailed narration of the obvious. I prefer to let the music carry the flow and keep narration to a minimum.

There are some good examples of this in the steam program. A brief introduction sets the stage for 4449's return to *Daylight* colors in 1981 with the lead-in, ". . . she was to run from Portland, Oregon, to Sacramento, California, to help celebrate the Grand Opening of the California State Railroad Museum." At that I transition into Neil Young's "Southern Pacific" (off the "Reactor" album), and show the entire chase from Portland to Sacramento with no further narration, relating the scenes wherever possible to the lyrics of the song.

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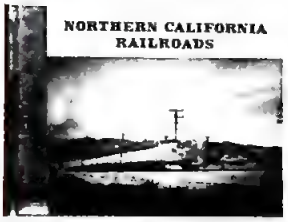

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ten about a beloved old automobile of the early 1960s, had the perfect feel for coverage of CB&Q 2-8-2 4960 and its resurrection on the Bristol & Northwestern. Each verse of the song is a reflection of times past (where I show the 4960 in its days on the CB&Q), while the chorus chants "long may you run . . ." (showing the 4960 today). I had to fade the song out before the final verses, however, for the lines about "get me to the surf on time" were too far astray from my 2-8-2 in Illinois or Virginia, while the earlier verses worked just fine.

There are two types of music you can use for a show: descriptive and background. Vocals on a specific subject or that create a definable mood like *"City of New Orleans,"* "Southern Pacific," "Long May You Run" and *"Wabash Cannonball"* are descriptive—particularly with lyrics—and can be used with introductory narrative and slides that follow the lyrics. (Don't use a well-known piece of music, even without words, on a completely unrelated subject—one program I saw used the "Grand Canyon Suite" for the CZ in the Rockies, and it was almost hysterical.)

Background music should be instrumental, and unless it has a well-known title or theme that relates directly to your program, it helps if it is relatively obscure. One particular piece of music can be repeated throughout the show to give it a sense of continuity, or each subject can have its own theme music. Movie soundtracks provide great fodder for tape/slide shows, for they often develop and repeat a common theme in instrumental variations.

The type of music you use is almost unlimited. I've seen shows done entirely with classical music, while my steam show mixes such contemporary artists as Eric Clapton, Neil Young, Vangelis, Giorgio Moroder and Merle Haggard. Many feel that bluegrass and country music go well with railroad topics—and there are certainly a lot of excellent "train songs" in those fields. My advice is to use the music that *you* like and entertain the audience with your personality.

If you're not sure of what you want to use, talk it over with friends who know music—two of the best pieces in my steam show, "Long May You Run" and "Southern Pacific" surfaced in conversations with railfan and non-railfan friends. During the taping session for the Amtrak show, Jay Diamond, who was my "sound engineer," suggested some old rock 'n roll classics that added real zest to that presentation.

We'll wrap this up in the next issue. ⇐

We'd like you to meet...

D. B. Harrop

We'll let Doug Harrop, author of "Centennial Summer," relate his story in his own words:

"Like so many fans, my interest in railroads began at a very early age in the late '40s when, on Sunday afternoons, my father would take me to the 29th Street wye in Ogden, Utah, for an afternoon of train watching. The hours were spent with the seemingly endless parade of Union Pacific varnish operating between Chicago and Los Angeles. Eastbound trains would come up from Salt Lake City, roll around the south leg of the wye, and then be pulled by a switcher back into the station. Thirty minutes or so later, they would roar past us heading east. Westbounds would be handled in the reverse order, giving us three looks at each train. Two or three times each afternoon, a big gray 800-series 4-8-4 would come out of the roundhouse and back past us down to the station, returning later with a vengeance on one of the SP trains from San Francisco. Throw in four or five freights, headed by a wide selection of steam (later gas turbines and an infinite variety of diesels), with a 4-6-6-4 or 2-10-2 shoving on the rear, by now wide open as it went by us, and it would be easy to see how a young man could fall in love with trains. This location remained a favorite over the years, even being the place where I proposed to my wife in 1958.

"Ogden has remained my home base for 35 years of railfanning, broken only by an eight year period spent living in Arizona, Bakersfield, San Francisco and Portland. These lo-

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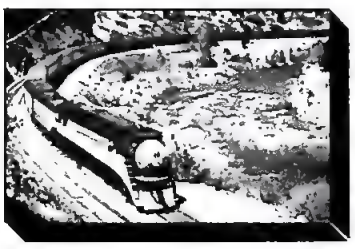

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cations gave me ample opportunity to enjoy the Santa Fe at Flagstaff (*Chiefs*, F-units and Alligators), Cajon and Tehachapi Pass (incredible helper trains and more Alligators), the WP at Altamont and the SP in the Sierra (more F-units and Alco Century power working tonnage on the 2.4% SP grades) and the Union Pacific and Spokane, Portland & Seattle in the Columbia River Gorge (UP double units and a variety of Alcos).

"In spite of all this, the happiest recollections are from the past 15 years spent photographing the trains of the Wahsatch. Not long ago, on just about any given day, one could begin by finding a matched A-B-A set of UP DD-35s heading south out of Provo, Utah, in the early morning, then, three days each week, follow the *Rio Grande Zephyr*, shoot the Utah Railway mine runs around noon, then return west with the Utah coal train, powered by six-motor Alcos, including a mighty eight-to-ten-unit midtrain helper, often being followed by—or better, run around by—the westbound *Zephyr*. In between, there were always the Rio Grande coal trains climbing out of the Price River Canyon. Heady stuff. Even closer to home in the '70s was the selection of motive power employed by the UP in Weber Canyon.

"Even though I earned a Masters Degree in American Frontier History from Arizona State University and taught high school for two years, I am currently a locomotive engineer for the Southern Pacific. I am married, have three children, none of which, sadly, cares a fig about trains. I live in the hamlet of Mountain Green, Utah, on a hill overlooking the UP main line in Weber Canyon. I use a Nikon FA for slides and a Mamiya M-645 for b&w. Noted darkroom master Stan Kistler handles my b&w printing. The person who has had the greatest influence on me from a standpoint of photographic creativity is John Bjorklund, a gifted lensman and friend from Detroit.

"As the '80s roll along and the second era of the Centennials draws to a close, returning us to an 'SD40 world,' I find myself turning more and more to other interests which include physical fitness, basketball, old jazz (Brubeck, Shearing et. al.), contemporty country (Merle, Emmy, Willie), and restoring a 1969 Plymouth 'Muscle Car.' But when I see a UP passenger special rolling up the valley at dawn, or contemplate a three week tour of the British Columbia Railway for next summer, I find the old juices begin to flow once again. The nuggets are still there. You just have to mine a little deeper for them."

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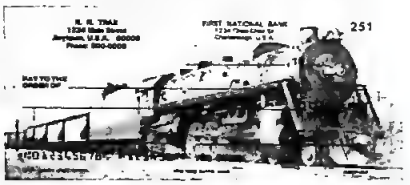

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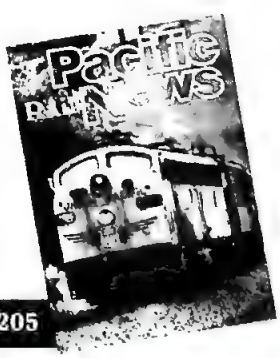

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Transit Currents

Trolleys roll in Buffalo

Write down October 9, 1984, as the date that electric railways once again began to operate in Buffalo, New York. That day marks just the beginning of service on the 1.2-mile surface portion of the new light rail line; the 5.2 underground miles running between Tupper Street and the Southern campus of the State University of New York at Buffalo is not scheduled to open until April 13, 1985.

There is strong hope that the rapid economic decline of the Buffalo area will at the least be arrested and, perhaps, turned around substantially by the new light rapid transit line. Tired Peter Witt cars had served Main Street from the DL&W Station out to the city line until the cars quit operating in 1950. The 27 new cars now beginning operation are air-conditioned products of Tokyu Car Company of Yokohama, Japan. When full trolley service is in effect, Main Street will be closed to automobile traffic, though autos on cross streets will be allowed. There are six light rail stations along Main Street; for the time being the service operates from 10:00 a.m. to 2:00 p.m. in order to handle the lunchtime crowd and shoppers. The public and the operators can grow accustomed to the service together.

The service was inaugurated with some hoopla: New York Senator Alphonse d'Amato gave the highball to Barbara Bush, wife of the Vice President of the United States, at the controller of the first car. Opening the Main Street portion of the line was to help assuage the sensibilities of the business people there who have put up with four years of rip and tear while construction was going on.

There are six stops on the new line, each equipped with a temporary wheelchair ramp. Each of the cars now in service on the northbound run makes all the stops and then, after all the passengers are off, runs into the tunnel to a crossover; the cars then return to daylight on the proper track for the southbound ride. The running time one way is about 15 minutes, with a stop at every cross street now necessary. The service will be speeded up considerably when new signals are installed to control the traffic lights with some favor to the trolleys. Only six cars had been accepted at the time of the line opening; that's enough to make up one spare train to back up two trains in operation. The cars have couplers on the outboard ends, and, having only one driving cab per car, have to be operated at least in twos. The cars are very smooth riding. Perhaps best of all, each car comes equipped with an honest-to-goodness streetcar bell.

There is strong hope in Buffalo that the line now nearing completion is merely the first step in what will be a much larger system of light rail transit that will serve the entire region. The new car line will, in all likelihood, be extended to the Tonawandas as the next major step.

Information about this happy occasion is from Norman Fisk and Joseph I. Lacey.

Dallas for light rapid transit

The staff of the Dallas Area Rapid Transit is coming on strong for light rapid transit. The board members returned from a visit to Europe in the summer of 1984 with great enthusiasm, and many of the DART board members have ruled out consideration of almost everything except light rail.

They appear to be thinking about a downtown subway for the light rail line, rather than a transit mall. The original plan called for both types of service in downtown Dallas. The 14 DART board members seem in favor of an at-grade suburban system, with wide-bodied cars that operate under fully automatic control, but nevertheless retain a motorman and derive their electric power from an overhead supply system. They voted to rule out high-tech systems including monorail and various Canadian and French automated systems, as they are considered to be too expensive, too experimental and very apt to leave DART married to a single manufacturer.

Tom Ruffin writes that even if some of the local people are upset about the DART rail system, UMTA administrator Ralph Stanley likes it because Dallas is going to pay for the whole thing itself. There is some unease, too, because Carrollton and Farmers Branch will vote in January 1985 to see whether they want to continue to be a part of DART. Clearly, it will be a while before any rail service gets very far anywhere in the Dallas area, and folks are going to have to be content with express bus service and improved local bus service until the rail lines reach them.

Sacramento

Carroll F. Harris sends news about an $18 million cost overrun for the light rail line. Sacramento Mayor Anne Rudin defended the light rail staff. News media love to jump on cost overruns, and the less they know about the reasons, the more they like to jump. At the same time, the news media are taking the position that amenities—particularly those things associated with the renewal of downtown Sacramento—should not be sacrificed in order to cut costs. There is now a discussion of lopping a 1½-mile section off the route to save money. For its part, the Urban Mass Transportation Administration took the position that cutting back on the line would violate the grant contact. Delays in nearly every phase of the light rail project have pushed the start of full service of the system's northeast leg back to April 1986. September 1986 is the date for opening the Folsom Boulevard Line.

The Sacramento Transit Development Agency is now in the hands of an interim executive director after some political flaps concerning the previous executive director and cost overruns. As of the end of August 1984, STDA had 13½ miles of light rail line under final design, had acquired $5.58 million worth of right-of-way, and had awarded 19

contracts with a value of $50.1 million. Funds for the light rail line appear to be in the 1985 spending bill approved by Congress.

Seattle

Bill Stanley writes from Seattle that the chances for the transit tunnel under Third Avenue and Pine Street look good. At the beginning this would be utilized by trolley buses, or buses capable of running both from overhead trolley or their own diesel engines where there is no overhead. The south terminal of the tunnel would be at Union Station; the waterfront trolley line would be extended through Pioneer Square to Union Station in order to connect with what would be a major transfer location. The tunnel will be designed for light rapid transit cars as well as trolley buses. It is expected that eventually both modes will use the tunnel and that it will be the heart of an extensive light rail and express trolley bus system. The surface of Third Street will also be set aside as a transit mall, and that facility may also see light rail cars added to the mix of diesel and trolley buses serving the heart of Seattle.

Secretary of Transportation Dole, in a recent visit to Seattle, was very supportive of the bus tunnel. The recent continuing resolution by Congress to fund the Department of Transportation for fiscal 1985 includes $20 million as a starter grant for the bus tunnel. This means the Metro Seattle Transit Agency can go ahead and acquire land and do start-up engineering work.

The Rouse Corporation and the City of Seattle have agreed on Westlake Mall to be located between 4th and 5th Avenues just north of Pine Street. It will be a glass enclosured atrium with an 18-story office tower atop three floors of boutiques, booths and restaurants. Underground walkways will connect the Mall with major department stores and with the new transit tunnel. The Seattle monorail terminal will be moved slightly to connect with the top floor of the glass-enclosed part of the new downtown Mall.

National Infrastructure Fund

Mass transit may benefit if the National Infrastructure Fund Bill proposed by Congressman Lee Hamilton of Indiana becomes law. The bill would establish a loan fund of $3 billion a year for ten years, for a total of $30 billion. The federal government would make interst-free loans available to states; the funds would be allocated on the basis of population. The money could be used for mass transit, highways, bridges and water and sewer repairs. The legislation was introduced as a reaction to the study by the Joint Economic Committee of the Congress which showed that, in the coming 15 years, America will be unable to pay for about $450 billion of the projects it needs to keep its infrastructure in shape. Older rail transit systems might gain a great advantage through such a program.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Unity in the East Bay?

From Tom McGarry comes word that the Bay Area Rapid Transit District and AC Transit are beginning to talk to one another with the aim of more cooperation and less competition. AC Transit, which operates the bus service in the East Bay, runs a feeder service to BART. AC Transit has been losing large numers of passengers on those services that compete with BART. BART, which has a balanaced budget, is willing to pay AC Transit some additional money if it will operate more feeder buses to BART stations. This will help AC Transit handle its $5 million-plus, unfunded budget. Some bus service contraction is expected.

North Station detours

Willard R. Higgins was kind enough to write an explanation of the temporary arrangements for commuters to and from Boston's North Station that were made necessary by the fire in January 1984. Passengers from the Fitchburg and Lowell lines use a bus shuttle between North Station and the temporary terminal located across the Charles River from the station. Those folks coming in on trains of the Merrimack Valley Line from Reading and Haverhill transfer to the Orange Line rapid transit service of the MBTA at Oak Grove terminal. From Oak Grove they can travel all over the MBTA system. As originally constructed, this station had provisions for over-the-platform transfer between commuter trains and rapid transit trains. A change in operating plans was made, and the connection was never used before the emergency period because the commuter trains continued to operate into North Station.

Trains from Lynn and Rockport coming in on the North Shore Line transfer to the Orange Line at Sullivan Square station; a temporary wooden platform was built between the commuter rail and rapid transit tracks.

Boston's Green Line

By the middle of 1986, the Massachusetts Bay Transportation Authority intends to replace more than 15,000 linear feet of track in the streetcar/subway tunnel between Boylesston Station and North Station. This is the oldest section of the Boston subway system, opened in 1897. The roadbed, signal system, ventilation shafts and fan rooms will be replaced or rehabilitated in addition to the track work. Construction will be carried out between 9:30 p.m. and 5:00 a.m. each day in order to minimize the disruption for the busy Green Line.

And that's not the end of the work: By 1990 the MBTA has plans to have completed the reconstruction of the Green Line tracks to Lechmere and the rest of the central Green Line subway from Boyleston Station out to

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Transit Currents

the Commonwealth Avenue, Hutington Avenue, Beacon Street and Fenway portals. At an earlier time extensive work was done on the surface trackage up to the portals. While this work is going on, there will also be additional efforts to modernize stations along the Red Line.

British Columbia No. 23

Lyle Ward writes from Nelson, British Columbia, that help is needed in the restoration of streetcar No. 23. The 44-foot, semi-convertible, eleven window, double-ended, double-trucked car began life in 1906 for service in Cleveland and is a product of the Stephenson Car Company. In 1908 it was converted to a single-ended car and otherwise extensively altered in Cleveland, where it was at various times Nos. 3334 and 934. In 1924 the car was purchased by the city of Nelson, British Columbia, and it was used in Nelson until June 1949, when streetcar service was ended.

Mr. Ward reports that the car was totally stripped in the early 1950s and virtually every mechanical and electrical part has disappeared. Just about everything is needed, such as the trolley pole assembly and retriever, the motorman's controls, lights and switches, airbrake system, controller, trucks, motors, et cetera. If you are interested in helping, please contact Lyle Ward, Box 441, Nelson, British Columbia, Canada VIL-5R2. The telephone number is 604/354-4988.

Monorails

I received a number of inquiries and bits of information from several people recently on monorails. The books by John R. Day entitled *Unusual Railways* and *More Unusual Railways* are one source of information. Herman Botzow's book entitled *Monorails*, published in the early '60s by Simmons-Boardman, does not do a bad job of covering the subject. One of the best sources of information on just about anything dealing with urban mass transportation is the *Urban Mass Transportation Abstracts Cumulative Bibliography 1974-1980.* This is published by the Transportation Research Board and should be available at any major library, particularly college and university libraries. For more information contact Fred Houser, Urban Mass Transportation Research Information Service, Transportation Research Board, 2101 Constitution Ave., N.W., Washington, DC 20418.

Light rail in Manila

When the Baclaran-Monumento light rapid transit line opened in Manila in 1984 there were 27 trains operating; they will be capable of providing 600,000 passenger rides each day, or 219 million passenger rides a year. The elevated light rail line was built from Baclaran to Monumento along Taft and Rizal Avenues, and this first line will have three major terminals. One is the South Terminal which will be near Baclaran Church and the present Pantranco South Terminal. The North Terminal is alongside the Victory Liner Terminal where MacArthur Highway starts. The Central Terminal will be near the Manila City Hall and the present Mehan Garden site.

The standard operating configuration will be two-car trains with a capacity of 748 people each. The entire line will be elevated. Stations are located to be easily accessed by foot and also are well-served by buses and "jeepneys." Passengers will have to buy a token from a booth at the entrance to the platforms; the token has to be placed in a turnstyle for the passenger to gain access to the platform.

The Taft-Rizal Line was chosen to be the first to be built because it is in the most heavily traveled corridor in Manila and the one that needs the most improvement. Another line is to be built along Quezon Boulevard in the near future. The Meralco Transit Organization, Inc. (Metro, a subsidiary of the Manila Electric Company, MERALCO), will manage, operate and maintain the Metro Rail System.

Flashes

For excellent coverage of the rebirth of the electric commuter rail system in New Jersey, see the article by Martin Garelick, former head man at N.J. Transit rail operations, in the August 1984 issue of the trade magazine *Progressive Railroading*, Volume 27, No. 8. There are some other excellent rail transit articles in the same issue.

Brendon Hemily provided news about San Diego. The San Diego Trolley folks are proposing to partially close the six-block section of C Street to automobile traffic so that the double track already installed there can be fully used. Additional service is going to be offered soon with the now-abuilding extension to Euclid, so the extra track capacity will be needed.

From the Orange Empire Railway Museum at Perris, California, comes the good word that in August they managed to get the south main line reopened. It had been closed for more than a year because of flood damage, gauge problems, and the rebuilding of Mapes Switch.

Ken Borg sends word that the train/bus commuter service that had been operated between Ann Arbor and Detroit ended on September 28. Those commuting into Detroit from Ann Arbor and Ypsilanti have been riding a bus into Detroit in the morning and traveling back home on Amtrak's Detroit-Chicago evening train for $100-a-month commuter fare since January. There were 30 or 40 passengers regularly using the service; Amtrak gave them no reason for the service cut.

One is at times grabbed by the ghastly thought that air conditioning, probably the greatest invention of the twentieth century,

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has produced nothing more than **Houston**, Texas. Clearly, any dispassionate observer would feel that Houston should have moved toward a rail transit system of some sort or another many years ago. Dallas is moving steadily in that direction. Now it appears that Austin, the capital of the Lone Star State, is looking at rail transit. Several rail freight lines are up for abandonment, and the city of Austin is considering their purchase for eventual transit use.

NJ Transit has begun serious consideration of a plan to link the former Erie Lackawanna Morris and Essex rail lines in New Jersey directly to New York City. If the plan is carried out, for a cost of about $75 million, some trains will be routed directly into Pennsylvania Station in New York rather than terminating at Hoboken. The move would directly benefit 4500 commuters and the project could be completed by 1988.

In the **Washington, D.C.**, area, John T. Conlan is proposing construction of a 16.3-mile railroad between the West Falls Church Metro rapid transit station and the Dulles International Airport (there is no truth to the rumor that the Dulles Airport is located in Laramie, Wyoming—it just seems that way). The light rail system would use private funds only and would be built in the median strip of the Dulles access road. Steve Scalzo supplied the above information.

Charles Bogart sends word that construction has begun on Taipei's new underground railway system. The capital of **Taiwan**, the Republic of China, is just one more major city with rapid transit under construction.

We get news from Jim Cerny that **Pittsburgh** is taking a look at the Spine Line feasibility studies being carried out for a light rail transit line that would start in the east at Carnegie-Mellon University, pass the University of Pittsburgh, run through Oakland, join the current subway in downtown, run from Steel Plaza Station to Gateway Station and, back on its own line, cross the Sixth Street Bridge and terminate at or near Allegheny Center Mall. If this line is built, it would not come into service until around the year 2000. Also from Pittsburgh, Bryant T. Schmude comments on the proposed light rail transit line, noting that it is ironic that 18 years after the loss of all eastside trolley service, the Port Authority is thinking about bringing back electric transit once again.

Bryant also comments that work is continuing on converting Pittsburgh's South Hills Junction and Tunnel Car House into the South Hills Junction Transit Center. Track work for the new No. 52 line now extends from South Hills Junction up onto Warrington Avenue and then all the way to Beltzhoover Avenue. The new trolley ramp from the Panhandle Bridge up to Arlington Avenue is also nearing completion. He also notes that Port Authority Transit will be getting a new line car for the renovated trolley system.

In September of 1982, the **Oklahoma City** Common Council authorized investigation of the feasibility of rail transit for Oklahoma City. On March 13, 1984, the City Council reviewed five different fixed guideway systems. The feasibility study was accepted and the staff was instructed to proceed to the next implementation step, which is alternatives analysis and an environmental impact statement. The study done so far recommended that the construction take place in four phases, with the first phase from the North Canadian River at Meridian to northeast 13th Street at Lincoln Boulevard; this was to be finished in 1989. David McPherren sends the news.

The **Fort Collins** Municipal Railway Society reports that 1400 feet of track has been spiked down by September 1984 and that another 650 feet will be in place by the end of 1984. Fort Collins Birney No. 21 should also be ready to be operated by the end of the year. Interested parties should contact Fort Collins Municipal Railway Society, P.O. Box 635, Fort Collins, CO 80522.

David Briggs writes that the peoplemover in downtown **Detroit** is pretty much underway and should be open in the middle of 1986. The $170 million project will have twelve downtown stations, be completely automated and charge 40 or 50 cents. Also in the planning stage is a light rail transit line in the Woodward Avenue corridor. The need to shift money around from one project to the other is likely to delay design work on the Woodward project until late 1986 or 1987.

Doug Eldridge notes that progress is being made in the rejuvenation of the **Newark, N.J.**, trolley subway. The Franklin Avenue Station, for example, has been torn down and is to be reconstructed; temporary prefabricated bus-type shelters are now being used. He also came across work car 5223 inside the turnaround loop at Franklin Avenue. He believes this is the last operating survivor in New Jersey of the once vast fleet of Public Service deck-roof cars.

From the **San Francisco** Bay area comes news that Governor Deukemejian is expected to sign a bill that will provide for an increase in bridge tolls on bay area bridges; the money thus raised will be used to fund public transit capital projects in the region. Tolls on cars, trucks, vans and motorcycles may be raised to $1 on the Oakland Bay, San Mateo and Dumbarton bridges. The bill specifies that at least 70% of the new revenues allocated for transit projects from bridge tolls should be dedicated to projects in Alameda and Contra Costa counties in the East Bay area.

Tom McGarry also send information from the San Francisco area. The city has a rather controversial plan to charge developers of new downtown office buildings a fee of $5 per square foot in order to finance increased levels of Municipal Railway service. It's called the Transit Impact Development fee, and a judge ruled in favor of it recently. An expansion of the light rail system and an intensification of service are to be major beneficiaries of these funds.

BART has decided to delay the start of the use of manual train control systems that will permit trains to run at speeds of up to 80 miles an hour on those occasions when the automatic train control has a malfunction. New cars are expected in 1987 that will have a new speed control system. The automatic train controls break down on the average of every 400 hours. A manual system would triple the time between breakdowns to about 1200 hours.

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145 WABASH
146 NORTHERN PACIFIC
147 MAIN CENTRAL
148 SPOKANE, PORTLAND, SEATTLE
149 TOLEDO, PEORIA & WESTERN
150 NEW HAVEN
151 CHICAGO GREAT WESTERN
152 READING
153 PITTSBURGH & LAKE ERIE
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Railnews

AMERICAN COAL ENTERPRISES The project to develop a contemporary coal-fired steam locomotive, the ACE 3000, began making strong headway in late 1984 when Ross E. Rowland, Jr., announced that "bridge funding" had been secured to initiate testing, design and construction of a prototype locomotive. Funding to complete the project is being developed from three potential sources: the U.S. government through the Clean Coal Technology Fund authorized by the 98th Congress, the Canadian government, or additional private sector investors.

American Coal Enterprises is pursuing the project on its own with no commercial partners (it was squabbling among the partners BN and Babcock-Wilcox that defeated the COALS partnership of 1983 [September 1983 R&RJ), although Chessie System is working closely with ACE in the initial stages. To quote Rowland, "This time I'm the boss, and I'm going to stay the boss until the son-of-a-gun rolls." He says they expect to be cutting metal on the prototype by June 1985. The New Jersey firm of Foster Wheeler has been contracted to do the boiler development for the ACE 3000.

The first step in the ACE program was to overhaul C&O 4-8-4 614 at Hagerstown, Md., for a month of testing in coal train service on the C&O between Huntington and Hinton, West Virginia. As of this writing in mid-December, the work was nearly completed. The 614 received new superheaters and some firebox work that had been postponed from her overhaul in 1980. Foster Wheeler was involved in the 614's firebox work.

While the 614 received no substantial mechanical alterations, it was equipped with computer sensors that will be used to monitor its performance during testing. The computer will be installed in the tool car or a special test car coupled behind the locomotive (which will have its own tender and two auxiliary water canteens) and will monitor stack gasses, furnace output, boiler and frame stress and fuel and water consumption, along with other aspects of the 614's operation. The data will be used to design the computer system that will operate the ACE 3000 and will document performance parameters.

The testing program, which will be kicked off with ceremonies and a press passenger special on January 2, 1985, will involve running the 614 on coal trains between Huntington and Hinton, six days a week for the entire month of January. The anticipated consists will be 4500 tons eastbound on Monday, Wednesday and Friday and 8000 tons westbound on Tuesday, Thursday and Saturday. In addition to developing the computer data, the testing program will give the engineers involved in the design of the ACE 3000 to a month of practical experience with a working steam locomotive in a tough winter environment. As Rowland noted, "I want the men designing this thing to know exactly what kind of problems they will have to solve to make a steam locomotive that will perform reliably in todays real world against a proven competitor: the diesel."

BURLINGTON NORTHERN IN SPACE Early in 1985 the BN will begin testing a satellite-based train tracking system. On-train computers will be linked to a series of six military satellites which will relay to BN headquarters in St. Paul precise information as to the trains' locations and speed. Accuracy is said to be within 150 feet and one mile per hour. The BN expects the new system, developed in conjunction with a division of Rockwell International, to improve dispatching the train handling. Reduced fuel consumption and increased safety are anticipated benefits.

The initial tests will be conducted in Minnesota, North and South Dakota, Wisconsin and Iowa. If it proves successful, the entire 25,000-mile BN may be covered by a dispatching system using satellite monitoring—WALTER A. APPEL.

A GLAMOROUS GATHERING Between October 11 and 14, 1984, 41 private rail cars converged on Washington, D.C., for the convention of the American Association of Private Car Owners. It was the largest such gathering in the organization's history. The cars ranged from sleepers and parlors to open-platform observations of all descriptions and even a few classics of the Streamliner Era including an ex-CZ dome obs and the magnificently-restored Milwaukee Road skytop *Coon Rapids*. The presidential car *Ferdinand Magellan*, in town for the convention from its Florida museum home, was borrowed by President Reagan for a campaign train (January 1985 R&R, page 33) on October 12.

TUSCOLA & SAGINAW BAY The one-time 430-mile Michigan Northern has retreated to the northernmost 35 miles of its former operations in Michigan, with the Tuscola & Saginaw Bay taking over operations on much of the remaining trackage. On September 30, 1984, the last MIGN train left Cadillac for Pelliston—midway between Petoskey and Mackinaw City—its new base of operations. The only customer on that segment is a truck-to-rail steel transfer facility at Pelliston; the new downsized MIGN expects to handle about 50 cars a month to the connection with the TSBY at Petoskey.

The Michigan Northern, which began operations on April 1, 1976 (the day of Conrail's creation), was one of the original designated operator short lines, running 250 miles of former Penn Central from Grand Rapids to Mackinaw City and the Traverse City branch. It later operated portions of the Ann Arbor from Frankfort to Alma and parts of the abandoned C&O line to Petoskey. All operations were subsidized by the State of Michigan, and the MIGN had a colorful career fielding Alco RS3s, Baldwin Sharks and numerous Geeps, including recently the TP&W's only two GP7s.

A change in State administration after the 1982 election resulted in a stepped-up program to discontinue rail subsidies. Although the State had acquired the PC tracks after years of leases, the lack of traffic on the south end, Reed City to Grand Rapids, caused the State to propose rail-banking it. That, plus MIGN's worsening financial condition and a number of FRA safety violations, caused the State to not renew the MIGN's operating contract. The State had already discontinued the subsidy on the Petoskey-Mackinaw City segment, which MIGN purchased, albeit with a heavy mortgage, from Penn Central Co.

On October 1, the Tuscola & Saginaw Bay (see March 1984 R&R) took over all MIGN operations south of Petoskey, with the exception of Reed City to Grand Rapids, which will be rail-banked. Ironically, when MIGN began operations in 1976, over half of its carloading was generated in that first 20 miles above Grand Rapids. The TSBY began its operations of the new territory with an ex-Ann Arbor GP35, leased from the State, painted TSBY colors (see page 2)—ALEX HUFF.

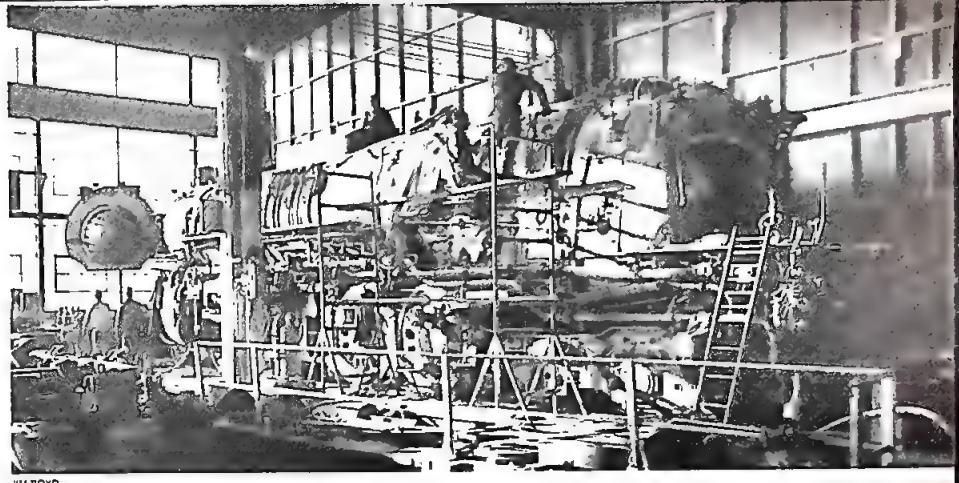
D&RGW SALE While it seems almost too simple to be true, the stockholders of Rio Grande Industries approved the sale of their company and the Denver & Rio Grande Western Railroad to the Anschutz Corporation in October. By the end of that month Anschutz had acquired 82% of RGI stock at $50 per share. No management or policy changes are expected—and the Denver to Winter Park ski train will run again beginning in January, likely with the F9s for power.

METRO-NORTH The news is both good and bad for the fans of the former-New Haven FL9 covered wagons operating out of New York's Grand Central Terminal for points on the old NH and NYC. Metro-North is committed to the FL9s for its diesel-hauled services for the foreseeable future and has vowed to "get them running as they are supposed to" using the third rail in the terminal and diesel power outdoors. To avoid train-versus-engine number conflicts, MNCR is renumbering its entire FL9 33-unit fleet into the 2000-series. While this is the same as they bore when delivered to the New Haven between 1956 and 1960, because of interim renumberings and vacancies in the one time 60-unit fleet, no unit will receive its original number back. The units—including the four Connecticut DOT units in New Haven colors which should be arriving from Chrome Locomotive in late January 1985—have been renumbered to reflect their expected service length. The lower numbered units (below 2024) are expected to survive for some time, while those with higher numbers will likely be the first to retire.

Good news for commuters and bad news for railfans came on November 2, 1984, when the electrification of the Upper Harlem line was put into service between North White Plains and Brewster North—formerly a busy and picturesque haunt of the FL9s. While the commuters benefit from the new high-level platforms and relatively clean and new m.u. equipment, the fans lose the most accessable route for the FL9s and their "disaster series" consists of Penn Central era rolling stock.

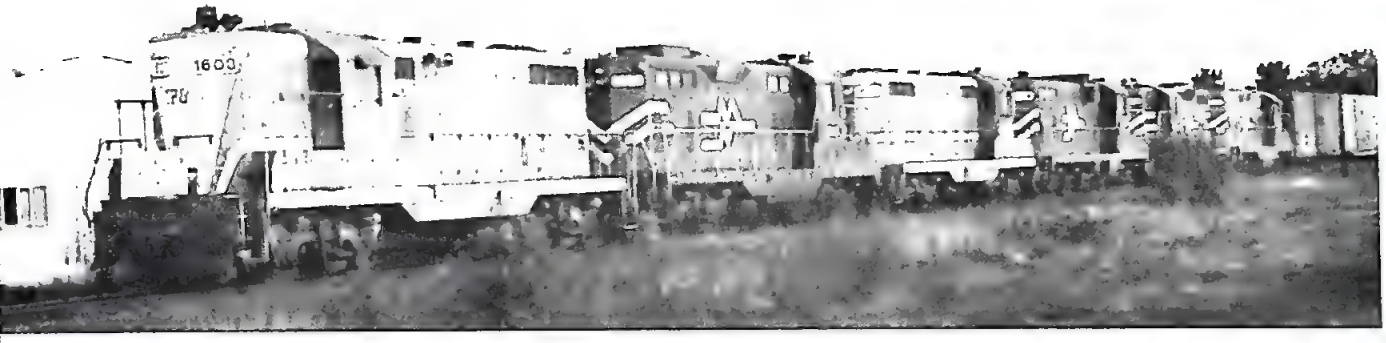
This now leaves the Poughkeepsie trains on the ex-NYC Hudson line and two Danbury trains on the ex-NH side as the last regular FL9 service—although a couple of Stamford-to-GCT trains have

AMERICAN COAL ENTERPRISES began the first tangible work toward the development of its ACE 3000 second-generation steam locomotive by readying Ross Rowland's C&O 4-8-4 614 for a month of testing in January. On November 21, 1984, the 614 was in the Chessie roundhouse at Hagerstown, Md. (right), receiving new superheaters and having firebox and running gear work done. With computer sensors installed, the 614 will be put to work on coal trains on the C&O between Huntington and Hinton, W.Va., during January 1985.



JIM BOYD

ALEX HUFF



TUSCOLA & SAGINAW BAY took over all but the northernmost 35 miles of the Michigan Northern on October 1. At 7:15 p.m. on September 30, the last MIGN train departed Cadillac for its new headquarters at Pelliston with six GP7s, including two ex-TP&Ws.

RAY L. WILLARD

METRO-NORTH completed the electrification of the Upper Harlem line to Brewster, N.Y., and on November 2, 1984, the last diesel-hauled train departed Brewster behind a pair of red/blue/silver FL9s (right).

A GLAMOROUS GATHERING of 41 private cars was on hand for the AAPRCO convention in Washington, D.C., including (l to r) Erie 400, Milwaukee *Coon Rapids*, CZ *Silver Lookout* and ACE's *Independence*.

RICHARD FOREST

been added on the NH side with FL9s, permitting their m.u.'s to be reassigned to other consists to reduce crowding.

The colorful NH-scheme units are expected to be assigned to the Danbury trains, and the long summer days provide fine photography on the Hudson line during the rush hours, so all is not lost. And don't forget a few Amtrak FL9s still running GCT to Albany.

THE BIGGEST AND THE OLDEST During the third week of November 1984, the world's biggest and oldest steam locomotives were on the move. Union Pacific 4-8-8-4 Big Boy 4012 was eased through the tight tunnel beneath the business district of Bellows Falls, Vermont, on November 13, beginning a five-day trek over the B&M and D&H via East Deerfield, Mechanicville and Binghamton, to its new home in Scranton, Pennsylvania. The property of Steamtown, U.S.A., the Big Boy had gone to Vermont in September 1963 (initially to the old museum site in N. Walpole, N.H.), where it has been on static display. The 1984 move proved the years of rest have not harmed the engine's running gear, as she rolled smoothly and quietly with all rods functional except the piston rods and combination links disconnected from the crossheads—Steamtown is seriously considering steaming the Big Boy, now that they have a place to run it.

The highlight of the Big Boy move was on Saturday, November 17, when it was posed atop Tunkhannock Viaduct at Nicholson, Pa., the world's largest steam locomotive atop the DL&W's biggest bridge. The comment of the day was, "It sorta looks like King Kong." The Big Boy was moved in a special train consisting of a flat car, three boxcars and a diesel on each end of the locomotive, and the trip was flawless.

As the Big Boy was traversing the D&H behind—or between—diesels, the world's oldest self-propelled vehicle, the Smithsonian's 1831-built *John Bull*, was being shipped by United Parcel Service to Dallas, Texas, where it will be a part of the opening of that city's arts district this spring. On November 15, the 12½-ton Camden & Amboy 1 was loaded aboard a UPS Boeing cargo 747 at Baltimore-Washington International Airport for the flight to Dallas. The flight was without incident, but the Smithsonian's Bill Withuhn confesses, "I flew along with the engine—if anything would have happened, at least *I* wouldn't have had to explain it."

The exhibition at the Pavilion at the LTV Center near the Dallas Museum of Art, will combine a variety of treasures from the Smithsonian in a 15-segment display which will link American music with appropriate artifacts depicting the nation's beginnings and development. Though no specific date has been announced, the exhibition will open in the spring and run six months. It sounds like a good enough reason for shipping more *Bull* to Texas.

NEW LOCOMOTIVE ORDERS Fuel economy, better reliability and attractive trade-in and financing arrangements seem to be giving new power the edge over rehabilitating older stored power on the biggest railroads. Conrail has just announced it is ordering 25 more SD50s and 25 more C36-7s for mid-1985 delivery. Norfolk Southern is taking an even bolder step with an order for 50 SD60s and 50 C39-8s, also for mid-1985 delivery. Meanwhile, the Santa Fe has taken delivery of 14 B23-7s that have been in inventory at Erie for almost a year and ordered 15 new GP50s from EMD. The Burlington Northern, which has bought heavily from GE for the past few years, has ordered 53 GP50s from EMD, and the Alaska Railroad has ordered five more GP49s.

AMTRAK'S MAIL TRAINS Contrary to what we printed in the January 1985 RAILNEWS, Amtrak's new Washington-Boston mail trains do carry passengers, and they are listed in the October 28 public timetables. Although the southbound *Mail Express* is shown in the timetable only as far as New York, passengers may ride the unlisted train through to Washington, D.C.

MINNESOTA VALLEY Ninety-four miles of the old Minneapolis & St. Louis (C&NW) west of the twin cities is being operated as the Minnesota Valley. The line runs eastward from Hanley Falls to Norwood, where it has trackage rights over the Milwaukee Road into St. Paul. Power for the line is a pair of ex-Milwaukee GP9s, 291 and 315 (see page 2), which were purchased through a locomotive dealer and painted at the Indiana Harbor Belt shop in Gibson, Indiana—any wonder the colors look similar to the IHB's new black and orange livery?

GREEN AND GOLD The Southern Railway's green and gold 2-8-2 4501 finally made it out of the Birmingham steam shop in time to make her last scheduled trips for 1984, New Orleans-Hattiesburg runs on November 17-18. The Mike has been under repair for several years and was scheduled out in October, but the work could not be completed and FP7s substituted on most trips. The 4501 will be available—along with N&W 4-8-4 611—for 1985.

STEAM AND SNOW An early blizzard made the October 20, 1984, Intermountain Chapter NRHS trip from Denver to Laramie, Wyo., with DDA40X 6922 and 4-6-6-4 3985 a memorable one. In spite of driving snow, eight of the nine scheduled photo runbys (including one with the 6922) were made!

COAL COMPETITION Now that the Chicago & North Western has access to the Powder River Basin coal deposits in Wyoming, it is aggressively going after long-term utility coal-hauling contracts. Feeling its oats after stopping a proposed 1000+ mile coal slurry pipeline that was to move Wyoming coal to Arkansas, the C&NW is now going after BN customers. Thus far the C&NW has signed utilities in Minnesota, Wisconsin and Arkansas.

The Arkansas contract was bid in conjunction with the UP/MP, and by cooperating with other carriers, the C&NW is bidding on coal contracts all over the Midwest, South and Southwest. Unit trains may be moving as much as 40 million tons of C&NW-originated coal a year.

CSX is also attempting to move into BN territory with its American Commerical Barge Lines and railroad connections. Since much of the Eastern coal mined on CSX lines has a higher heat content and is as clean as Western coal, the CSX rail-water routing can compete with Powder River Basin coal in the Midwestern utility market.

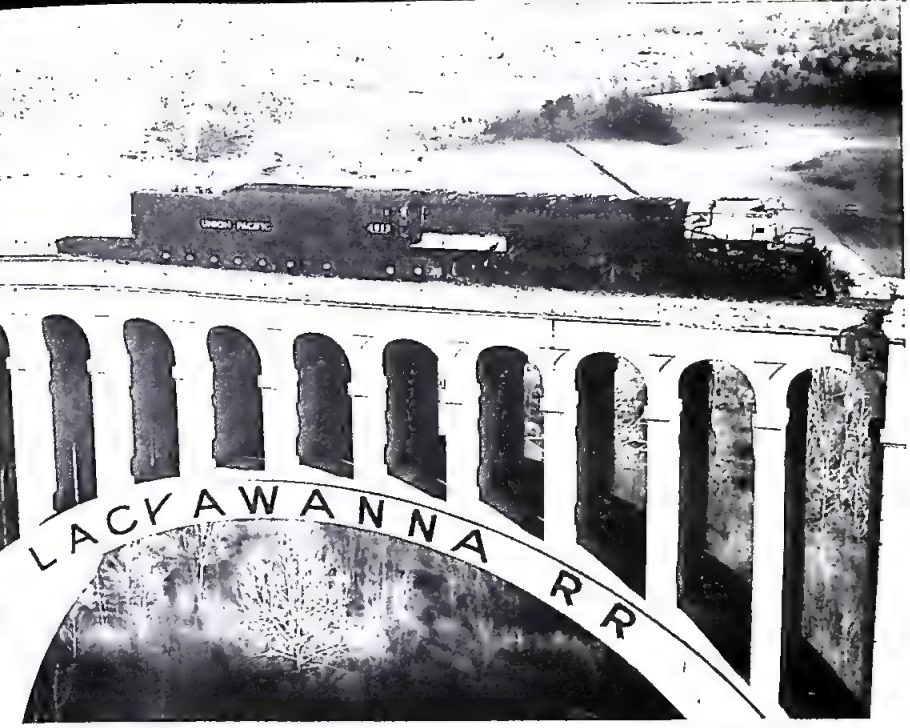
While coal traffic will continue to grow on the rails, the patterns and competitors in the field may be very different from the forecasts of just a few years ago—WALTER A. APPEL.

BOSTON'S STATIONS The second devastating fire to hit Boston's MBTA in less than a year erupted on the afternoon of November 16 on the double-track pile trestle over the tidal inlet of the Danvers River between Salem and Beverly, destroying it. This isolates two heavily-traveled MBTA commuter lines on the north side of the bay with a combined daily ridership of approximately 4000. Two trainsets on the Rockport and Ipswich branches were caught on the north side of the bridge (one included a recently-acquired GP9 still in BN colors). The only other rail connection to the isolated lines is the continuation of the Ipswich line to Portsmouth, N.H., which has some track missing.

It could take up to a year and $10 million to repair the Danvers bridge, and work has already begun. Since there are no servicing facilities on the north side, after trying a few trips with the isolated equipment, it was decided to shut them down and run a substitute bus service until the bridge can be reopened.

On January 20, 1984, a trestle fire of similar nature destroyed the approach to Boston's North Station, affecting all MBTA commuter operations there. Year-long repairs and station renovation—including high-level platforms—are well under way and will probably be finished by summer.

Meanwhile, reconstruction work on South Station has the original platforms 1-10 bulldozed out and the semaphores on the B&A/Corridor side removed. Trackwork reconstruction between South Station and Back Bay is nearing completion. All tracks in South Station will be rebuilt with high-level platforms, and a new passenger waiting room is to be constructed adjacent to the existing headhouse—that headhouse is to be retained and restored. A new bus terminal is to be built on the site of the long-gone west wing of the depot, and a new direct access to the MBTA Red Line subway is to be provided. An entirely new signal system will go in, replacing the semaphores and tower that have made South Station a photo favorite with railfans—GREG NAZAROW.



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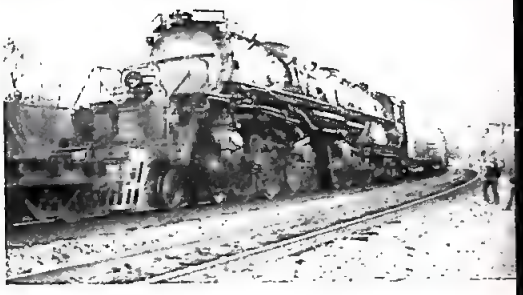


THE BIGGEST AND THE OLDEST locomotives in America were on the move in November. On the 17th, Steamtown's UP 4-8-8-4 4012 was en route from Vermont to Scranton, Pa., when it was posed atop Tunkhannock Viaduct (left) for photographers before continuing on to Scranton (above). On November 15, the 1831-built *John Bull* was loaded aboard a United Parcel Service 747 (below) for shipment from the Smithsonian in Washington, D.C., to Dallas, Texas, where it will be on loan for about nine months for an arts center opening.

MIKE MARTIN

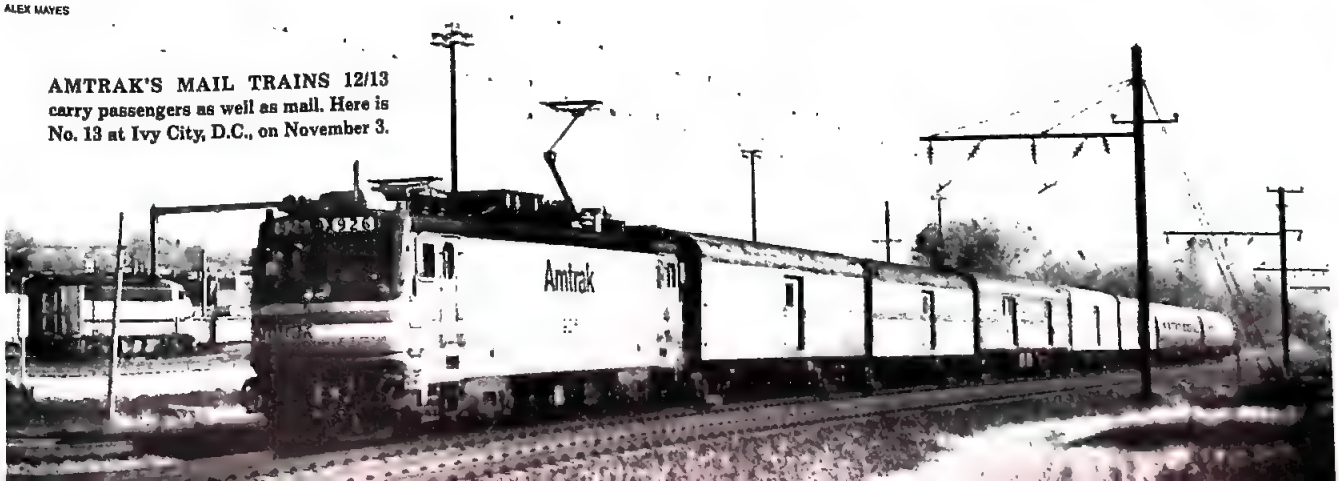
STEAM AND SNOW combined on the seven photo runbys with UP 4-6-6-4 3985 on the October 20, 1984, Denver to Laramie Intermountain Chapter NRHS "autumn" fantrip.

LARRY W. RICHARDS

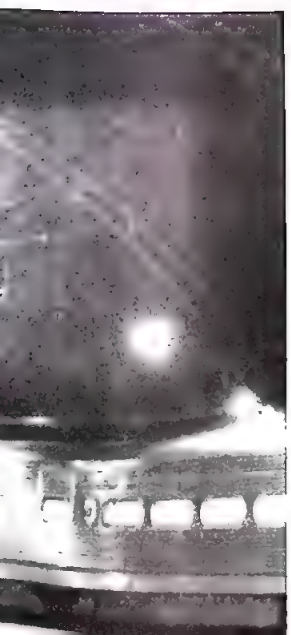
GREEN AND GOLD Mikado 4501 was making easy work of a 14-car Southern Railway fantrip from New Orleans to Hattiesburg on November 17—here on the Lake Ponchartrain bridge near Slidell, La. Delayed in overhaul, these were the 4501's only trips of 1984.

ALEX MAYES

AMTRAK'S MAIL TRAINS 12/13 carry passengers as well as mail. Here is No. 13 at Ivy City, D.C., on November 3.



PHOTOGRAPHY KEN MURRY



The last trainshed

READING TERMINAL in Philadelphia, the last great arched trainshed in America, closed down on November 6, 1984, as SEPTA's former-Reading commuter trains were rerouted via a new tunnel into Suburban Station. Photographer Ken Murry captured that final night in these photos, before a Philadelphia Chapter NRHS special, made up of nine 1931-built Reading "Blueliner" m.u. cars, departed at 8:00 p.m. This closed out 91 continuous years of service for Reading Terminal.

The eight-story Italian Renaissance headhouse and clearspan trainshed will be redeveloped as a part of a $400 million convention center, but the trains will be gone.

Only a few days after service through the new tunnel was initiated, it was shut down for over a month when a bridge on the approach to both it and Reading Terminal was found to be unsafe due to rust corrosion.

PART ONE: Westbound
on a coast-to-coast Amtrak journey from New Jersey
to San Diego, California, on the *Broadway, Southwest Limited* and *San Diegan.*

Escape from Winter

by Jim Boyd

PHOTOGRAPHY JIM BOYD

WINTER. I hate it. I think skiers are perverts. I resent a cold car in the morning and the sound of the furnace burning up my money. I am in ill temper from December through the end of March. But since Hal insists on keeping his company in New Jersey, I have learned to put up with winter once a year.

After discovering Florida in 1968, however, I find winter easier to take just knowing that there is refuge somewhere. An invitation to present a program to the annual banquet of the Pacific Southwest Railway Museum Association in San Diego was just the excuse I needed to break the icy grip of February 1984. And deadlines were such that I could afford the time to take the train—I'd never before made a coast-to-coast rail journey, and it had been a long time since I'd sampled anything but Corridor service on Amtrak.

I discussed my plans with longtime friend Craig Willett, a veteran passenger train rider. He'd been contemplating such a trip for some time, so we coordinated plans. I would depart on Wednesday, February 15, on the *Broadway* to Chicago, where Craig would join me on the *Southwest Limited* to Los Angeles and the first available *San Diegan* to San Diego. After a couple of days in the area, we'd take the *Coast Starlight* to Portland, Oregon, to visit our mutual friends on the 4449 crew and then return to Chicago on the *Pioneer/California Zephyr.* I'd then return home on the *Capitol/Broadway* via Washington, D.C.

The circuitious routing was made possible by Amtrak's "All Aboard America" winter fares that offered any coast-to-coast combination for $299 (Craig's two-zone fare from Chicago was only $225). I had considered both *Crescent/Sunset* and westbound *California Zephyr* routing, but the timing wouldn't work out for my Saturday evening commitment in San Diego without an inconveniently early departure date.

Though the "transportation" fares were a bargain, we were not about to spend two weeks in coach seats and had decided to sample as wide a variety of sleeping accommodations as possible. I took my plans to Homer Hill, an experienced railfan and travel agent, who secured the desired space and got our tickets. It was extremely helpful to have a knowledgeable agent like Homer to deal with Amtrak's computer, because he knew what accommodations were available and desirable (Homer is associated with Madison Travel of Madison, N.J., and can be reached at 201/776-0233; he can handle Amtrak and VIA reservations from anywhere in the country).

My total fare came to $730 for two weeks of travel, with sleeping space for every night on a train. Amtrak has a good thing going with its All Aboard America fares, for people will use the low coach fares and route options for longer trips and still pay full fare for their sleeping space.

The *Broadway Limited*

The journey began under less than ideal circumstances. The magazine deadline had been a rough one, and I'd worked two nights in a row to be able to ship the May 1984 issue before I left. I was running on about 32 hours without sleep and nine hours since breakfast when AEM7 916 led Amtrak No. 41, the westbound *Broadway Limited*, into Newark's Penn Station on time at 2:15 p.m., Wednesday, February 15. I clambered aboard Slumbercoach 2088, the *Loch Tay*, and found Compartment 9, an "upper." My luggage consisted of a fair-sized suitcase (with tripod and brakeman's lantern looped through its strap), my camera bag and two shopping bags containing three Carousel slide trays each.

Surveying the closet-like confines of Compartment 9, my only thought was, "This'll never fit." But it did all fit with surprising ease, with the suitcase and shopping bags stowing neatly in the space above the "foot of the bed." Wrung out and dog tired, I wanted a few minutes rest. As the train glided out of Newark (with the consist being pulled backwards as far as Philadelphia), I confronted the complexities of making up the bed. "I'm a total amateur at this," I thought, "but any railfan should be able to make quick work of it." Sure enough, a few minutes of poking and prying got the head cushion to slide down and the foot compartment to fold out, revealing a rolled-up mat-

ANDY JACKSON, a music company executive, entertained fellow passengers in the club car west of Horseshoe Curve.

THE *BROADWAY LIMITED* was carrying Amtrak inspection car 10000 on the rear as it was combined at Pittsburgh with the *Capitol* from Washington about 11:00 p.m.

tress and bedding. Moments later I was stretched out on a surprisingly comfortable bed (no lumpy joint in the middle that I remember of my lower berth in GM&O's *Culver White,* circa 1965). With my scanner chattering to itself in the gray afternoon, I dozed off as the 916 zipped off the smooth Corridor miles with No. 41's nine-car consist.

After snoozing less than an hour, I got up just outside Philadelphia with one overwhelming sensation: *hunger*! The diner wasn't yet ready for the evening meal, so I went to the lounge for a couple of microwave cheeseburgers, a bag of chips and a Coke for $5.50. The burgers were really quite good.

As we slid into Philly, there was an NJ Transit E60 and a handful of Amtrak SW1s and RS3s in the engine terminal, along with F40s 298 and 374 standing by for our train. The old Pennsy *Broadway* used to stop at North Philadelphia and bypassed 30th Street, heading directly for Harrisburg to change it GG1s for steam or diesel. Amtrak now pulls the train backwards out of New York and swings south onto the Washington line and into 30th Street, where the AEM7 cuts off the rear and F40s couple onto the proper front of the consist. The train then heads back north to Zoo Junction and westward to Harrisburg with the sleepers to the rear.

The diner opened up at Philadelphia but I waited until about Paoli to let the cheeseburgers settle. That first meal in the diner was less than memorable, even though I decided to start right off with the best, the "Grilled New York Strip Steak" with mushroom caps and baked potato ($10.95). For some reason I decided to go for the steak "rare" instead of my more usual "medium rare," and the result was mediocre. I guess you shouldn't experiment in an Amtrak diner. An NP herald in a glass partition gave the car's origins away: Amtrak 8509 had been built in 1958 as NP 460 for the *North Coast Limited.*

After dinner, I retired to my Slumbercoach for some more sleep as we traversed the featureless darkness of Pennsylvania, waking up briefly during the stop at Harrisburg—that old barn of a trainshed was a comforting sight: pure Pennsy. I overlooked the fact that I was viewing it from a compartment of a Slumbercoach that was built by Budd in 1959 for the *20th Century Limited.*

Amtrak 41 had a very cosmopolitan consist, with baggage and dorm cars of AT&SF and U.S. Army heritage; two new Amfleet II coaches; lounge car 3121, built in 1951 as the parlor car *Henry Knox* for the Pennsy's *Congressional;* the ex-NP diner; 10/6 sleeper *Joseph V. McDonald,* originally the Santa Fe *Pine Grove;* and my Slumbercoach built for NYC and used on the Northern Pacific. The cars were all neat and clean, and the heat and lighting seemed to be working just fine.

If real men don't eat quiche, then real railfans don't sleep through Horseshoe Curve. I found a Dutch door in the lounge car and was joined by another railfan as we listened to the F40s howling uphill. An opposing headlight just east of the curve was identified on the scanner as the PIOI, and as the freight swept downhill we spotted a blazing hotbox lighting up the middle of his consist. Just as I was about to report it to our conductor, the radio came to life as the head end of our train and the hind end of the freight spotted the trouble at the same time.

The freight was clear as we entered the curve and picked out the image of the K4; the low overcast sky was aglow with the distant city lights of Altoona. Rounding the curve, I noticed that we had some kind of office car on the rear of our train, and it had the track inspection lights on. The silhouette of the car looked like the 10000, Augie Busch's old *Adolphus* (I'd taken a snapshot of that car in 1956 on the Wabash, when it was only two years old, complete with St. Louis Cardinals logos on its sides). The other railfan was skeptical. How

could I identify a car like that six carlengths away in total darkness?

We stayed in the Dutch door through Gallitzin Tunnel and watched AR Tower glowing warmly in the cold. (Where else but on the Pennsy could an operator announce the approach—as did the chap in AR in 1966—of a "98-car passenger extra" that turned out to be E-units with 97 mail/express cars and a caboose?) Stepping back into the lounge car, I spotted the conductor and asked about the office car on the rear. "That's our track inspection car 10000; they put it on in Philly."

The lounge car had the aroma and atmosphere of a smoky tavern. There were a couple of card games going on, and passing through the car you'd pick up fragments of conversation—such as a thick New Jersey accent proclaiming, ". . . been a teamstuh fuh thuddy yeahs . . .". In the middle of the car, a tall man was singing and strumming a guitar. Andy Jackson owns a couple of music production companies, and his hobby is traveling and singing at rural bluegrass festivals. En route to Chicago on business, he put on a fine little show in the lounge car, much to the delight of the patrons.

I went back to the Slumbercoach for another nap and awoke a short while later inside the Pittsburgh station. Amtrak combines the *Capitol* from Washington with the *Broadway* from New York at 11:10 p.m. in Pittsburgh, and I headed out with camera and tripod to record the action. The maneuver is fairly simple, as the F40s and baggage dorm cut away from the *Broadway's* Amcoaches, and five cars of the *Capitol* are inserted against the Amcoaches. On this night, two baggage cars, an Amcoach, dome 9401 and the ex-UP 10/6 sleeper *Pacific Range* were spliced onto the *Broadway's* consist, resulting in a 15-car train for Chicago, with the inspection car 10000 still bringing up the markers.

When the train was all coupled together, I went forward to get a photo of the units. I had just completed the shot when I heard them give the final air test on my scanner—I'd forgotten that the train was now five carlengths longer than when I'd left it, and I almost didn't make it back to my sleeper before they highballed!

Determined to sample that dome, I made my way through the darkened coaches and Washington sleeper to the ex-NP 9401. There were still a few people in the dome, and the ride was as smooth and quiet as I remembered from my many trips on the Burlington. A Budd short dome has a pleasant gliding ride that seems more pronounced in the dark. The city lights of Pittsburgh passed by outside, and the Pennsy position lights danced in the exhaust of the F40s just like the Q's searchlights used to dance in the exhaust of E8s. Memory time.

A huge lighted sign atop the ridge across the river caught my eye. The five letters of the name of a large metallurgical corporation blinked on in succession, and for about two seconds out of every ten, they spelled out the legendary name ALCO . . . before the last letter "A" completed the sequence.

A line of auto racks cut off the view of the Conway engine terminal, but the steel mills across the Ohio made a pleasant sight from the dome. I stayed up there until the scenery became nondescript and then retired to Compartment 9. I'd taken my night on the installment plan since 2:30 this afternoon, and it was now time to get down to some serious shut-eye.

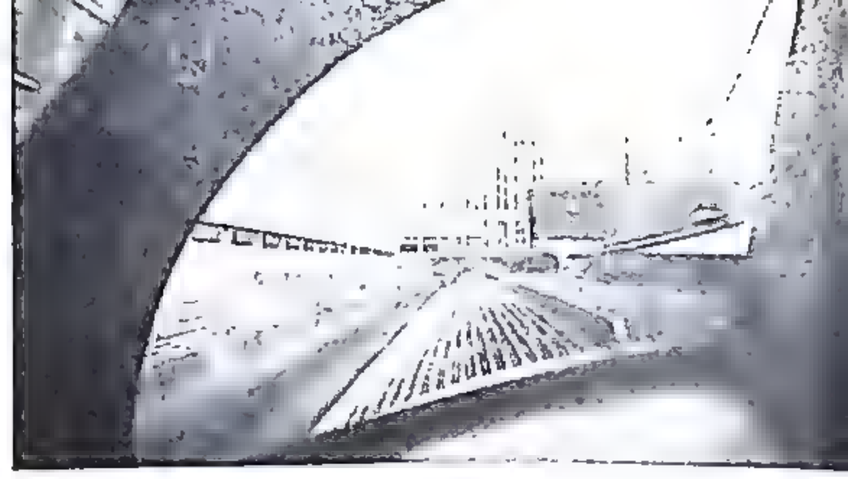
A sudden jolt of some kind woke me up as we entered Fort Wayne, Indiana. I had the vague sensation that the ride had been a little bumpy overnight, but I'd slept pretty well. I got dressed and headed for the diner for a good breakfast of ham and eggs ($4.25). Seated across from me in the diner was a preppy-looking fellow in jeans and a sweater reading a biography of John L. Lewis. When the food was served we began to talk, and he turned out to be general counsel for the United Mine Workers Union. We had a long and interesting discussion about the problems of coal mining today, and toward the end I mentioned Pittsburgh & Midway's Edna Mine in Colorado, which I'd photographed a few years ago. "You know what the last thing I did before leaving Washington was?" he chuckled. "I authorized a strike at Edna Mine for next week."

The day was overcast and dreary as I found the "railfan seat" in the left front of the dome vacant. We were on schedule and dawdling along about 45 m.p.h. We reduced even more for a slow order at Gary until the scanner picked up, "By the green board 41."

"Rodney on the green board."

Rodney? What happened to Roger?

We met the CHAL with gons of steel and a couple of Santa Fe units trailing a Conrail SD40-2 at Colhour Yard, and in spite of the grungy weather I was enjoying the familiar eastern Chicagoland sights from the unaccustomed vantage point of a dome. Englewood and 47th Street were both changed beyond recognition, but once over 21st Street it was familiar territory. It was great to be riding into Union Station in a dome again, especially with BN E9 9913 shoving a string of bilevels alongside.



RIDING A DOME into Union Station again (above) was a wonderful feeling. Superliner lounge cars (below) have much more glass but minimal forward view.

Totally enjoying the experience of the dome *just* clearing the blackened smoke ducts overhead, I rode right up to the stop in the station, half expecting to see the Q's fantripping 5632 or a GM&O E-unit on an ajoining track. It was like going the wrong way on a one-way street getting back to the Slumbercoach to get my luggage. As I got it all collected and started toward the door, the bottom ripped out of one of the shopping bags, and in trying to catch the mess I managed to tear the handle off the other one. It was like a scene out of an old movie.

I rounded up a luggage cart and relayed my gear out of the Slumbercoach in two trips. The "new" side of Union Station was completely different and unrecognizable once I got beyond the train gates, but the old waiting room on the west side of Canal Street was as

grand as ever and very clean and bright (during a recent renovation, it seems they "discovered" that the skylight had been painted over during World War II and the paint had never been removed; they took the paint off, and the huge waiting room now has a daytime brightness it hasn't seen in decades.)

Craig Willett is superintendent of rules for the Milwaukee Road, and I was to meet him at the Milwaukee offices in the depot, but he didn't specify where. There was no directory, and complicating the task with my luggage cart was the fact that the elevators were just beyond a modest staircase, so I had to abandon the cart and relay my luggage to the elevators. As I was stuffing my load onto an elevator, I asked a fellow passenger about the Milwaukee offices, and he replied that they made up this whole side of the building. As I pondered my plight, he got out on the second floor and greeted a man just outside about to get on another elevator, "Hello, Mr. Stuckey."

"Stuckey!" That's the man I was looking for, Southern Division Superintendent Jack Stuckey; Craig's wife is his secretary. I hailed him and introduced myself. He grabbed a couple of my bags and said, "Right this way." As we deposited my gear at Sandy Willett's desk, Stucky winked, "I'll have to tell them to put another unit on No. 3 to handle the tonnage."

With the raw and miserable weather outside, I spent the day quietly tagging along as Craig took care of company business around the office. I bought a new suitcase in Union Station to replace the bad-order shopping bags.

The *Southwest Limited*

We had our luggage stowed neatly on a cart, ready for the 5:45 p.m. departure of Amtrak No. 3, the *Southwest Limited*—but the train was nowhere to be found. Delayed in the coach yard, the consist eased up to the bumping post at 6:02. We streamed onto the platform with the rest of the mob, noticing inspection car 10000 was now on the *City of New Orleans* on an adjacent track.

No. 3 was described by Craig as a "generic Western passenger train," in what we came to expect as the standard Superliner consist. Up front were F40s 292 and 248 (back-to-back) followed by two ex-AT&SF baggage cars, an ex-AT&SF *El Capitan* coach dorm, an ex-*El Cap* coach, and Superliner lounge, diner and two sleepers, all high-level equipment except the baggage cars.

The Superliner sleeper is an amazing piece of equipment. On the upper level are five deluxe bedrooms and ten economy bedrooms, while down stairs are four more economy bedrooms, a family bedroom, a handicapped bedroom and five washrooms. Although an economy bedroom will sleep two, Craig and I opted for one apiece, downstairs 11 and 12, directly opposite each other. This way, in the daytime we could open the curtains and have windows on both sides of the car.

A Superliner economy bedroom resembles an enclosed open section, with a big window and facing seats that slide together to form the lower berth; the upper berth is hinged to the wall and drops down for use. The economy bedrooms are arranged with one on either side of the center aisle, and you sleep parallel to the centerline of the car. The deluxe bedrooms, on the other hand, are all on one side of the car with the aisle against the opposite wall, and you sleep crosswise to the car. An economy has no wash basin or toilet, while the deluxe room does. Five airline-style washrooms are grouped together downstairs for use by the occupants of the economy rooms. Across the full width of the lower level at one end is the family bedroom, which sleeps two adults and two children, while its counterpart at the opposite end of the lower level is the handicapped bedroom which sleeps two and has special provisions for use with a wheelchair and has a special toilet facility.

The economy sleeper from Chicago to L.A. was $100 over the All Aboard America train fare—and well worth it for two nights on the road. If you're reserving space, economies 1 through 10 are upstairs, with 1-2 in the center of the car and 9-10 at the end over the trucks (the lower numbers obviously preferrable), while 11-12 are in the center downstairs and 13-14 toward the end; both have about the same riding quality. In the deluxe rooms, A is on the end with E in the center; B-C and D-E can also be opened into adjoining suites.

We stowed our gear in economies 11 and 12 of car 32052 and went two cars forward to the lounge to watch our departure from Chicago, which came at 6:21. The diner opened shortly thereafter, and I tried the steak again—this time medium rare, and it was fine. The menu was the same as the *Broadway*, and the meal was rather good. The informality of "standard" salads and a choice of only two dressings, out of plastic packets, just isn't up to what one would expect of a coast-to-coast passenger train, but the food was decent and the variety adequate.

After dinner we retreated to our compartments. "Compartments." That's a good word for them. We were sitting and talking in my compartment on the right side of the train, watching the surrealistic dark world of mists and fog sweep by between Chillicothe and Galesburg, and it brought to mind a British train rolling across the Moors. There was a glass wall, sliding door and curtain between us and the aisle as we sat in facing seats—like a European compartment out of a James Bond movie.

How would we judge this train if it were in Europe instead of on the Santa Fe in Illinois? The equipment is clean and new and everything works. The ride is very fast and remarkably smooth. Better than anything we have back in the States.

But this is the States. Hmmmm.

A TP&W GP30 at Ft. Madison brought us back to reality. We were staying about an hour late in spite of consistently fast running. Craig moved over to his compartment, and we bedded down for the night (with one person in an economy bedroom, you can swipe the mattress off the upper and double it up with the normal mattress for the lower to make a really thick and comfortable bed).

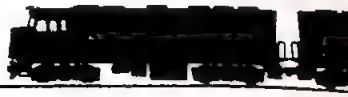
I raise a sleepy eye at Kansas City and glimpse an SD24/Alco hump set, followed by the impression of very high speed on jointed rail. Good sleep. At 6:30 a.m. I awake and we're standing still. I'm looking out at a depot platform, brick buildings and a Ford pickup truck. Where are we . . . ah, there's a sign: WASTE PAPER. Waste Paper, Kansas? Try again.

The full moon is setting in the predawn glow as we accelerate—*fast*—out of a classic prairie town. Newton, Kansas.

It's a cold but sunny day as we partake of sausage 'n eggs breakfast on the Second District of Santa Fe's Middle Division. One advantage of traveling with a Milwaukee Road superintendent of rules is that he has a full set of Santa Fe employees timetables. West of Hutchinson, Kansas, we're on single track with automatic block signals and automatic train stop. The authorized passenger speed is 90 m.p.h., and we're in train order territory. Craig sums it up: "Back to basics . . . at 90 m.p.h.!"

It's not surprising that we're not picking up much on that hour we've been running late since Illinois. We've got a 90 m.p.h. railroad, but the average speed for the 202.4 miles between Dodge City and La Junta is 74.9 m.p.h., including stops at Garden City and Lamar. I am becoming very impressed with both the Santa Fe and Amtrak. This is real railroading in a manner befitting the *Super Chief*.

West of Trinidad, Colorado, we begin to pick up semaphores for block signals on the climb up Raton Pass. Leaving 79



m.p.h. flatlands, the 35 m.p.h. speed limit to Jansen seems like we're standing still—and then it drops to 30 for the next four miles and finally 20 for "39 curves" from Starkville to Raton Tunnel and another "31 curves" down the west side to Raton. The lounge car affords a good view—not as good as a short dome, though—of our train winding up the grade that hits 3.4% just east of the tunnel. We meet an eastbound freight behind SD40-2s on the double track in a snow-covered landscape. A sign at Wootton proclaims, "Raton Tunnel, Highest point on the Santa Fe, 7588 ft. elevation."

Dropping down the west side, Craig and I head for the "observation car." With a reasonably clean window, the end door of the rear sleeper provides a slightly cramped but otherwise superb view of the receding railroad. The sport here is to get photos of the semaphores. The Santa Fe is aware of the backgrounds, because in open country the blades are black, while against a dark hillside, the paddles are painted white. The serpentine single track is like a huge roller coaster ride, complete with semaphores—a lot of fun to watch from the back door.

Well into New Mexico, I decided to try the Mexican special for lunch. I *love* Mexican food, but Amtrak's Mexican Combo Plate, "Pancho Villa's Revenge," must have been concocted by a Cambodian petroleum chemist, for it was terrible and bore no resemblance to anything I've ever had in a Mexican restaurant. Please, Amtrak, let Chi-Chi's or El Chico's show you how to do it before you conclude that Mexican food won't sell.

We were only 15 minutes late into Las Vegas—where I realized for the first time there are *two* Las Vegases, glitter city in Nevada and the sleepy little town on the Santa Fe in New Mexico. They had filmed "Red Dawn" here, and I made a note to call our printing plant when I get into L.A. to see if they can change the news item I'd written about the photo of the Santa Fe GP35 with the Russian battle star in the May 1984 issue to read Las Vegas, *N.M.*, instead of Nev. (they did). The impressive Spanish Castaneda Hotel next to the depot appeared prominently in the movie, but there was no evidence of Russians or movie-makers during our brief station stop there.

The weather was cold with patches of snow scattered across the high desert country. We were due to meet the eastbound *Southwest Limited* at Sands, but he was running late, too, and we photographed the meet at Rowe from our observation car. With the countryside less than thrilling, Craig and I went back to dozing in our respective compartments.

SEMAPHORES still protect the Santa Fe line over Raton Pass. Note the white blades against the dark hillside.

I bolted awake when the words "Apache Canyon" from the public address system penetrated my nap. I grabbed my camera, hollered to Craig to follow, and made a dash for the rear door. I got there just as we twisted through the narrow gorge and traversed the curved trestle that reaches out from its center to brace on a rock outcropping. Apache Canyon is brief but is probably the most spectacular feature on the Santa Fe east of Cajon. It is ultimate irony that the namesake city of America's best-known railroad, Santa Fe, N.M., is not on any main line but is served by an 18-mile spur that splits off at the dusty little depot at Lamy, just west of Apache Canyon.

Albuquerque, New Mexico, in the sunny Southwest—just the place to escape winter, right? Wrong. It was sunny but bitterly cold with a brisk wind as we went forward to photograph the units and the mail and baggage handling during the crew change stop. At Albuquerque Amtrak still washes the windows on the *Southwest Limited* with a noisy little contraption of tanks and hoses with a motor and rotating brush carried on a fork-lift. A worker follows along wiping down the windows, and the end result is pretty effective.

We were on time out of Albuquerque and within a half hour were joining the freight main at Dalies. To avoid Raton Pass, the bulk of Santa Fe freight traffic goes via Amarillo and north into Kansas. Only the *Southwest Limited* and a couple of freights a day use the Raton line; there was some discussion that Santa Fe wanted Amtrak to reroute via Amarillo so they wouldn't have to maintain the Raton line to passenger standards, but the problems of traffic congestion and the uncertainties of the Santa Fe-SP merger put that suggestion on the back burner for now.

After a dinner of pork loin with wild rice—very good—we retired to the lounge car and were joined by C.W. Autro, Amtrak's new general manager for the Midwest Region. Bill Autro had been general manager in L.A. and was just taking up his new post in Chicago; he was traveling back to California with his family to prepare for the move to the Midwest. He and Craig had met before on railroad business, so our conversation covered a wide range of topics. He noted that the All Aboard America fares were extremely successful and that Amtrak was becoming aware that it is developing two distinctly different groups of patrons: the economy travelers who are happy with utilitarian accommodations and low prices, and the first class customer who enjoys train travel and is willing to pay for it. The concept of a "candle-light dinner" as the last sitting of the day with the traditional dining car ammenities in the $20-$30 price range is one of the things be-

THE ALBUQUERQUE station stop is used to wash the *Southwest Limited* with a mechanical scrubber (top left). Traditional baggage wagons are used to handle the mail and baggage (above). The long stop permitted time to photograph the head end activity (left).

ing considered, and Craig and I both agreed that it would be the highlight of any trip. Autro indicated that with the Superliners and HEP-equipped Heritage Fleet, Amtrak now has its equipment problems pretty well resolved and is turning more of its attention to better on-board services and customer-oriented marketing.

The discussion left us with plenty of food for thought. And speaking of food, I spotted my first Taco Bell of the trip lit up alongside the track in Gallup, New Mexico.

A "downstairs" economy bedroom is pretty close to the track, and you get an enhanced sensation of speed—especially when you're doing 90 m.p.h. to begin with. I woke up Saturday morning just before dawn as we were gliding along at impressive speeds on the Needles District. It was bitterly cold outside and the full moon was glaring down on a white landscape that to this day I don't know whether was sand or snow. An oil refinery was lit up like the crystal city of Oz.

We were on time into Barstow, 5:04 a.m., and I stepped out into the cold to look at the depot and old Harvey House restaurant. This was my first visit to Barstow, and I wasn't quite prepared for the sheer size of the three-part yard. There were literally acres of diesels to be seen, with lots of F45s and FP45s in evidence, and even one re-engined Alligator.

Craig and I were both in the lounge car for the descent of Cajon in the first light of day. They had us on the south track—the steep ramp—and we met upbound UP and Santa Fe piggybackers and saw a light set of UP helpers. Cajon is almost too effortless from the train; it makes a much better show from lineside. Just outside of San Bernardino I spotted my first *green* budding tree of 1984! Maybe we were finally leaving winter behind.

Like everyone else in L.A., we were heading downtown on the freeway. The railroad runs right down the middle of a highway, and it was an odd sensation to be packing my gear in my sleeping compartment while eyeball-to-bleary-eyeball with the carpool kamikazes in their Toyotas—and this was Saturday morning; I can just imagine what it must be like on a weekday.

Los Angeles Union Passenger Terminal is definitely an institution befitting the city; from Mission Tower to the curving approach and the umbrella-shed platforms, it is pure Western railroading of the streamliner era. Built in 1939, it still smacks of GS4s and Santa Fe warbonnet Fs. Though portions of it are unused, the passenger ramps beneath the track and the stylish waiting room are clean and timeless.

The day was sunny but a brisk 50°—this was my escape from winter? The sun felt good, though, and we spent much of the hour before the 10:10 a.m. departure of *San Diegan* 574 in the open courtyard next to the waiting room. Air Force Captain John Sistrunk, a SAC missile man from Vandenberg, joined us at L.A. to spend the next few days railfanning.

The mid-morning *San Diegan* (one of seven daily trains on the Santa Fe's Surf Line) was a mob scene compared to the serenity of the *Southwest Limited*. Its six Amcoaches were jammed with kids and commuters. As a uniformed figure entered our car, a youngster in the seat in front of us whispered to his buddy across the aisle, "What's a cop doin' here?"

His worldly friend replied, "That's no policeman, you fool; that's the conductor."

The stereotype of Southern California can be seen through the windows of a *San Diegan* Amcoach. It's industry and suburbia with palm trees. We caught a glimpse of one of the Santa Fe's rebuilt SD45 boosters in a yard and passed a new depot that looks like a shopping mall and bus/rail station in one.

And then we hit the coast. We were right on the surf at San Clemente and made a station stop adjacent to a large pier that stretched into the ocean. Girls in bikinis walked the beach, and the waves were full of surfers. Now, *this* was my idea of escaping from winter!

San Diego was 85° and sunny—they must be confident of their weather, for the magnificent Santa Fe station has no trainsheds of any kind (I don't believe it ever did have, either). The depot has been recently renovated inside and out and is one of the most beautiful you'll find anywhere. I noted with some sadness, however, that the landmark Bekins warehouse just north of the depot is being converted into a hotel. The equipment at trackside was all Amtrak, except for a lone CF7 idling contentedly.

We had the afternoon for a bit of railfanning in the immediate San Diego area with our hosts from the Pacific Southwest Railway Museum Association, Roy Pickering, Brian Valleau and Brenda Bailey. A Santa Fe freight with three SD40-2s and an SD45 outbound from the harbor was the first thing to catch our attention, and as it looped through the depot and managed to tie up the whole town, an air hose apparently snagged and dynamited the train. We got to the head end of the disabled piggybacker and were taking photos when an airliner swooped *very* low overhead—the units were only about two blocks from the touchdown point of the airport's east-west runway.

After that, we took a look at the San Diego Trolley and the San Diego & Arizona Eastern (a couple of blue and white Geeps and a handful of SP-colored switchers; nothing moving) before going out to La Mesa to see the PSRMA's display and depot restoration—their big museum is about 60

SAN DIEGO provided the desired escape from winter. The Santa Fe depot is still one of the nation's most attractive (left), with little changed since warbonnet PAs populated the place. The Surf Line at Oceanside (inset left) was a fine setting for F40s. From the pier at San Clemente (above) we shot across the surf at a northbound *San Diegan* and photographed surfers (inset center) between trains. The landing 727 and AT&SF SD40-2 were in downtown San Diego.

miles to the east at Campo. Then it was time to get ready for the evening banquet, which was the whole purpose for the trip.

With warm and sunny weather on Sunday, we headed out to catch the action on the Surf Line. Although the trains are look-alike Amtrakers, there are enough of them to make for an active day of photography, and the scenic wonders of the line should keep almost anyone occupied. We shot from the bluffs at Oceanside and then went up to San Clemente, where we caught a southbound carrying the heavyweight observation *Louisa*, with its open platform jammed with passengers.

The real fun at San Clemente, however, was going out onto the pier and shooting back at the beach, with the "skyline" of luxury housing for a background. In the foreground, swarms of surfers were riding the waves in their colorful wetsuits, providing a delightful photographic diversion while waiting for the trains (with my normal lens I was getting surfing action shots that looked like something you'd see in *Sports Illustrated*). Now *that's* the way to spend February, photographing surfers and Amtrakers in 85° sunshine.

We spent too much time on the Surf Line to get out to the museum at Campo (see MARKERS), but we did visit the three spectacular model railroads at Balboa Park—including an incredible HO scale version of Tehachapi Loop that's under construction—and at dusk went aboard the *U.S.S. Waddell* as the guest of Gunner's Mate Brian Valleau. The destroyer *Waddell*, DDG24, was preparing to spend the summer in the Middle East, and we got a look at her engine room, which was undergoing heavy scheduled maintenance. She is powered by steam turbines, and it was satisfying to hear sailors in their late teens and early twenties throwing around terms like "feedwater pump" and "superheaters" in workaday conversation. The art of steam is not dead.

Headin' home

In the May issue we'll continue our journey on the *Coast Starlight*, *Pioneer* and *Capitol Limited*.

War Production Board

During World War II the federal government put restrictions on the production of steam locomotives. Recent research reveals, however, that many myths have clouded the true story.

by Eugene L. Huddleston

MARTIN S. ZAK

THE PENNSYLVANIA RAILROAD J1 2-10-4s, based on a C&O design, are often cited as examples of enforced standardization during World War II—but all but the last 25 were built before the War Production Board established a policy on locomotive production.

Variety of design was central to the appeal of the steam locomotive. Besides numerous wheel arrangements, and varied dimensions within each, an even wider variety of accessories gave endless options to each railroad's mechanical department, and the frequent overhauls required in maintaining a steamer encouraged "retrofits" and modifications in plumbing, which engine picture collectors zestfully recorded. Today, with just a few diesel models being manufactured by essentially only three builders, locomotive buffs are hard pressed to find variety—so hard pressed they delight in discovering modifications in the configuration of ventilating louvers on otherwise identical designs.

The customizing of steam locomotives, while a source of delight to railfans, was so expensive and inefficient that one wonders why railroad management tolerated it so long. Some kind of misplaced *esprit de corps* must have kept the railroads from the standardization that diesel makers finally forced on them. Only twice before dieselization was customizing ever challenged. In 1918 a design committee within the United States Railroad Administration minimized to eight the different wheel arrangements in production and to six the basic classes (with light and heavy versions of each). "Standardization of types was certainly a great step forward," in L. D. Bruce's words, understated the case. Standardization increased speed of production about 50%, kept down construction costs, and through a pooling of talent resulted in sound designs, that in the cases of the 0-8-0 switcher and 2-8-8-2 compound articulated were the supreme all-time design achievements in their intended services.

The second challenge came 23 years after the first, also in wartime. Unlike World War I, in World War II the railroads remained under private control, but government agencies were established to coordinate transportation and to allocate materials and regulate production within the transportation industry. These were, respectively, the Office of Defense Transportation (ODT) and the War Production Board (WPB), specifically its Transportation Equipment Division. The WPB did its job well, for the railroads got through World War II without any crises over material and equipment needed to do

their job. However, in doing its job, the WPB had to pass on many difficult questions of locomotive production, all bearing on the issue of standardized or customized design. Andrew Stevenson, a Yale Ph.D. sent over from the Securities and Exchange Commission, headed the Division from its founding in 1942 until his promotion early in 1944. An official often at odds with the WPB was Joseph B. Eastman, director of the ODT from its founding until his sudden death in 1944. A member of the ICC for many years (with several honorary LL.D.'s) and President Roosevelt's federal coordinator of transporation during the Depression, Eastman nevertheless left the hard decisions of what locomotives to manufacture and how to allocate them to the WPB, in spite of appearing before the media to be doing all in his power to get new equipment but being constantly thwarted by the WPB.

Eastman's pleas for more locomotives (and freight cars) echoed those of the Association of American Railroads, which in 1942 viewed the situation with alarm. *Business Week* (Nov. 28, 1942) reported the AAR "estimates that roads will need at least 900 new locomotives for 1943," which was about two-and-a-half times more than the WPB had authorized for the first eight months. The article concluded with a warning of a possible "general power shortage." The best evidence that Eastman was trying to appease railroad management without investigating the roads' actual needs is that no shortage developed. In fact, orders never were forthcoming from the railroads to back up their pleas. Stevenson, of the WPB, called Eastman's bluff by "strenuously insisting" that the ODT place domestic locomotive production on a par with military locomotives by granting the former the same AA-1 priority rating as the latter. The ODT, however, never requested this priority, despite that agency's "protestations on the importance of motive power," in Stevenson's words.

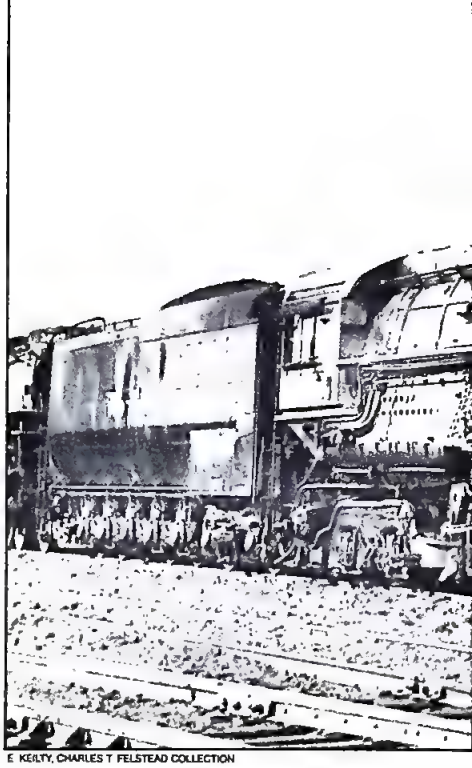
Against this background of interagency conflict, Stevenson's authorized history of the WPB Transportation Equipment Division assumes special interest, particularly his account of decisions in the second half of 1942, when some strategically located railroads, mostly in the West, did face some short-term shortages. Among his first statements to the press in 1942, Stevenson had cautiously urged standardization of design, which had the support of both the ODT and WPB. In a speech before the American Society of Mechanical Engineers in July, Stevenson elucidated his policy: He explained that he was using the term standardization as applied to locomotives "in a loose sense—the use only of designs that previously had been employed. We are looking toward that type of freezing of design with the idea of production. There have been some departures by the railroads and the builders from these designs, but we intend to insist on them." Those publications, unlike *Railway Mechanical Engineer,* that did not report the speech in detail probably seized on the word "insist," leaving the impression that Stevenson was implementing freezing of design as policy. But, as his history discloses, Stevenson's pronouncements for public consumption suggested more strictness than he ever wanted or was able to enforce.

Moreover, the memoirs reveal that one phrase is quite misleading in meaning—"the use only of designs that previously had been employed." The phrase "freezing of design" more accurately states the standardization Stevenson was aiming for. His plan entailed simply limiting production for a designated period to those designs already in production. Thus, "within certain periods the production of domestic locomotives at any one plant will be confined to one type"; for example, Lima would produce "light" 4-8-4s, Baldwin "heavy" 4-8-4s, and Alco "Mallets"—presumably 4-6-6-4s. But this plan, even in modified form, was never in force long enough to have much effect on production. Stevenson sums up well what developed in the letter of submittal (March 4, 1947) with his history:

> By mid-year 1943 it was easily perceived that the railroads . . . had and would have adequate plant and equipment to handle the war load, and that the ensuing problems of carrier operation would be those rather in the labor field. We did occasionally hear from Rowboat Johnson in 1944 and 1945, but it was in line with his usual yelling before he was hurt. Certainly the railroads came through. . . .

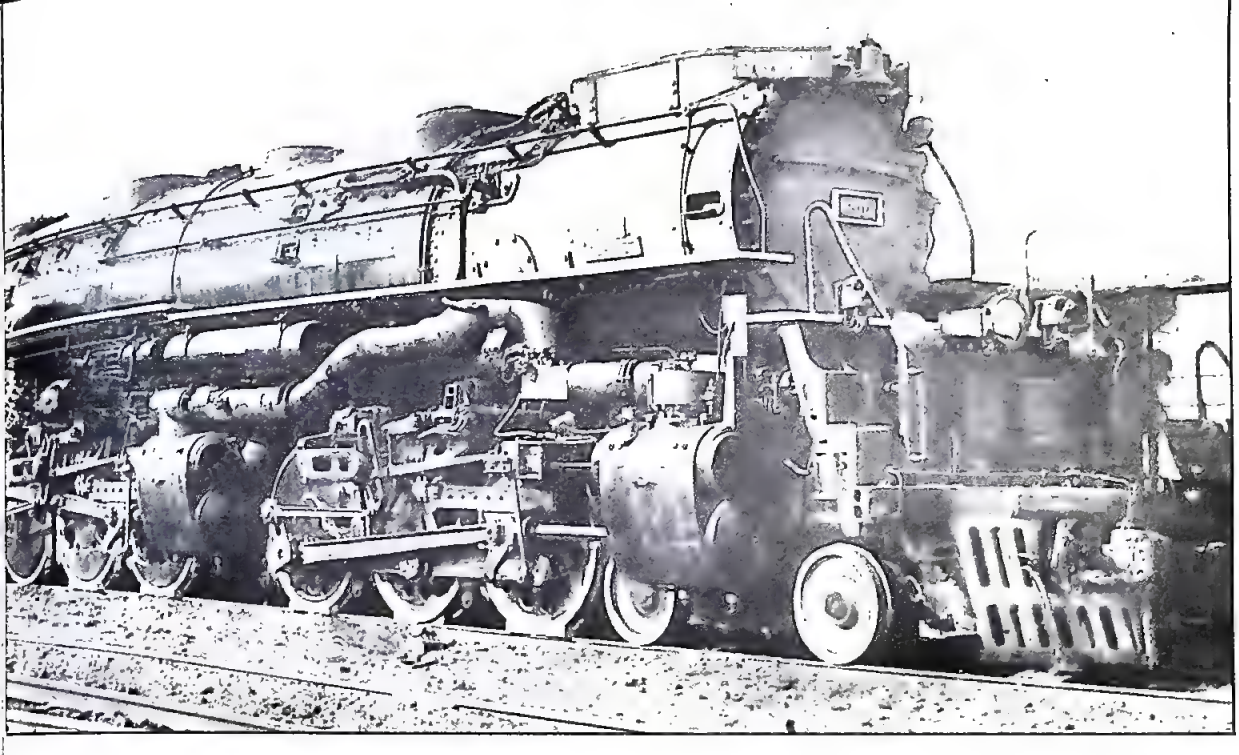
Stevenson's contempt for the competency of the ODT is evident in this letter in reference to the "yelling" of "Rowboat" Johnson—Lt. Col. J. Monroe Johnson, whom President Roosevelt had named to replace Eastman after his sudden death in March 1944.

Greatly affecting steam locomotive production in 1942 and early 1943 was the unavailability of diesel road locomotives. The one plant making road diesels—EMD—had overestimated its production capabilities, and railroads would connive to get diesels, as did the C&NW late in 1942. From the tone of an item in *Railway Mechanical Engineer,* one would not guess anything was amiss. Locomotive leasing was preventing serious power shortages: "The Chicago & North Western, which had 108 locomotives available for disposal to other roads, has sold some of these to the Mexican government, the ODT states, but most of them have been leased." After the war the real motive for the sale emerged. The C&NW wanted the authority to buy diesel switchers, so it "placed itself in position for more favorable consideration" by getting rid of steam engines it otherwise could have used; especially "ill-conceived," according to the Division of Civilian Supply, was the sale of surplus steam to Mexico.

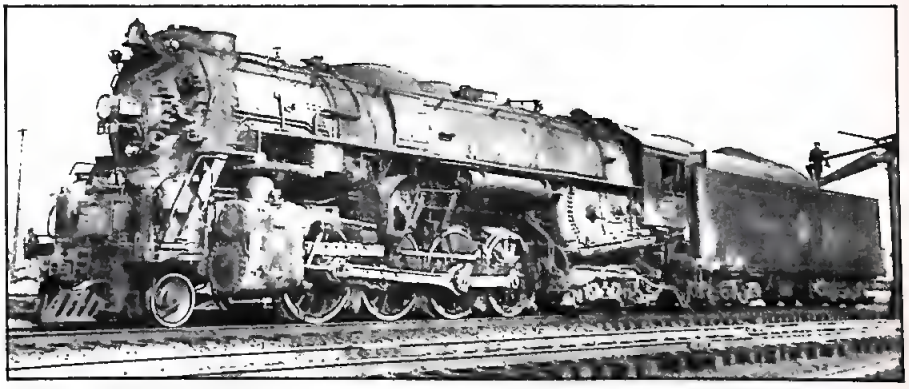


E. KEILTY, CHARLES T. FELSTEAD COLLECTION

One way around shortages of materials for construction was to redistribute surplus locomotives. When the railroads entered the War there were numerous steam locomotives "stored serviceable," because the country had gone almost immediately from depression into war. How much leasing occurred is hard to know, for no one ever collected the data. In the East, the bridge route of the RF&P up the Atlantic coast became important after enemy submarines forced coastal traffic inland. To meet the traffic increase, RF&P leased steam from two of its owners—PRR and C&O—until the road received ten new Berkshires early in 1943 originally intended for the Nickel Plate. Leasing and repairing locomotives that had been in storage went a long way toward alleviating any potential shortage of domestic motive power. As for new locomotives, the many railroads that could not get, or did not want, diesel road or switching locomotives looked to steam. The problem with new steam was getting it in service fast. To that end, the WPB tried enforcing a make-shift standardization, even though many railroads refused to give up their customized designs.



THE RIO GRANDE received six 4-6-6-4s that were being built as part of a Union Pacific order. The 3802, later sold to the Clinchfield, was at Salt Lake City in 1946. Similarly, the RF&P got ten 2-8-4s in 1943 originally slated for NKP. The 578 was at Richmond in 1949.



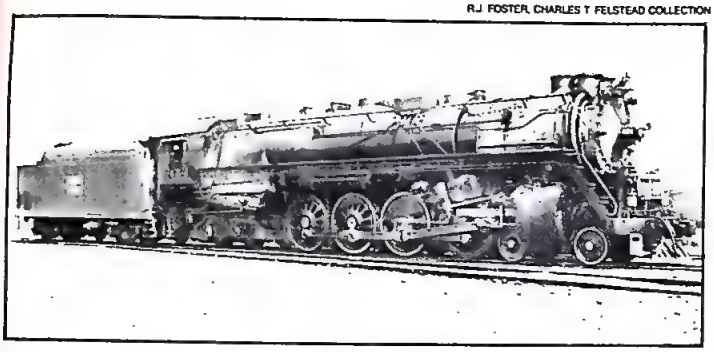
D.W. JOHNSTON, CHARLES T. FELSTEAD COLLECTION

As a result of the lack of a consistent policy, some very complex situations developed at the three major builders before the whole idea of restricting designs was given up early in 1943. No restrictions of any sort for steam were considered before June 1942. At this time, the WPB decided to concentrate "on limited number of designs"; that is, a few wheel arrangements, with each major builder assigned specific types. It did not want one plant running one month on one type and the next month having "half a dozen different types or designs in production." The first implementation of this policy (in August 1942) was to have the Pennsylvania cancel its order with Lima for 25 of its class J1 2-10-4s and build them in its own shops, the reason being that "probably Lima would not be set up for some time on any 2-10-4 type." Likewise, in August, the WPB worked out an arrangement with Alco and the Union Pacific to distribute UP's order for 25 more Challengers so that two other Western roads could benefit from new simple articulateds by summer 1943. The D&RGW, having leased "Iron Range" power in the winter of 1941-1942, could continue this arrangement in winter 1942-1943, but by the summer would need more power.

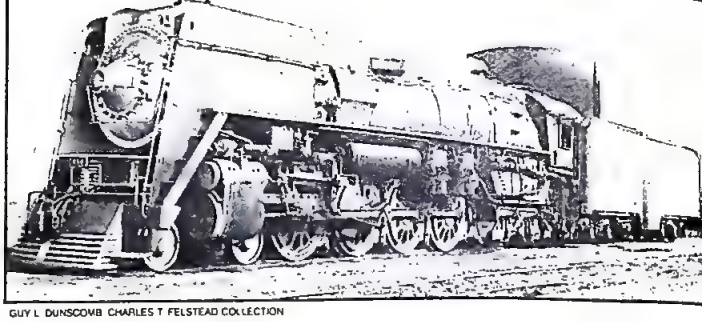
It has been written that the WPB arbitrarily diverted six of the Union Pacific order to the Rio Grande. The story seems more complex, for according to Stevenson, Averell Harriman of the UP had first canceled "an order with American for 25 4-6-6-4s," in an understanding with the builder and the WPB that "the railroad could receive full consideration in the event of any reinstatement." At the end of September (1942) reinstatement occurred, but in the meantime "West and Perlman of the Denver & Rio Grande had discussed with the Division their need for additional Mallet power, limited to six units." Stevenson, as head of the Division, "indicated that he could well appreciate the urgency to get replacements for power which they might borrow during the winter from the iron range railroads, and that American was presently in best position to turn out the Mallets." President Perlman of the Rio Grande then placed his order with Alco. On inquiry from the ODT about how these orders should be allocated, Stevenson stated that "it was up to the ODT to recommend which roads would get power first," and he was confident "the the UP would not object should it prove necessary to send every fifth locomotive or so to the D&RG."

A number of domestic locomotives under construction late in 1942 were involved in such sharing as that worked out between competitors UP and D&RGW. Unable to get road diesels because of EMD's falling behind in production, Western Pacific first opted for a Northern very much like the C&O J-3 design of 1936, the last two of which had been completed in January 1942. But by July 1942, when it placed an order for six, Western Pacific discovered that Lima was not building "heavy" 4-8-4s, like the C&O's; since its order was for fewer than ten it had to take a model currently scheduled, which were ten Southern Pacific GS series "light" Northerns. But the WPB had to deal here with a fairness issue—why SP, also

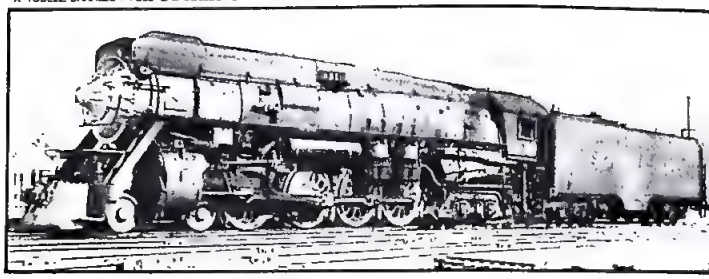
R.J. FOSTER, CHARLES T. FELSTEAD COLLECTION



GUY L. DUNSCOMB, CHARLES T. FELSTEAD COLLECTION



A. YOUELL, CHARLES T. FELSTEAD COLLECTION



SOUTHERN PACIFIC wanted ten 80-inch drivered 4-8-4s from Lima in 1942 and Western Pacific wanted six 4-8-4s based on the C&O Greenbriers. In a compromise, the SP accepted its 4-8-4s based on its earlier 73-inch drivered GS2s, a design which would suit the WP's needs. The resulting engines, as exemplified by WP 484 and SP 4460 (right), certainly reflected the SP design, while nine Central of Georgia 4-8-4s pooled with the same order (above) had distinctly different appearance.

with a small order, should get just the 4-8-4 it wanted and WP would not. What SP wanted was 4-8-4 with 80-inch drivers like the two GS-5s it had received early in 1942 (and like the earlier GS-3 and GS-4 classes). After all, SP had already been favored with allocations of 4-8-8-2 cab-in-front "Mallets" (from BLW late 1942) and the 4-8-4s—all its own design. Late in September 1942, Stevenson reviewed this issue with Warren Kelly of ODT. Stevenson's account clarifies the allocations:

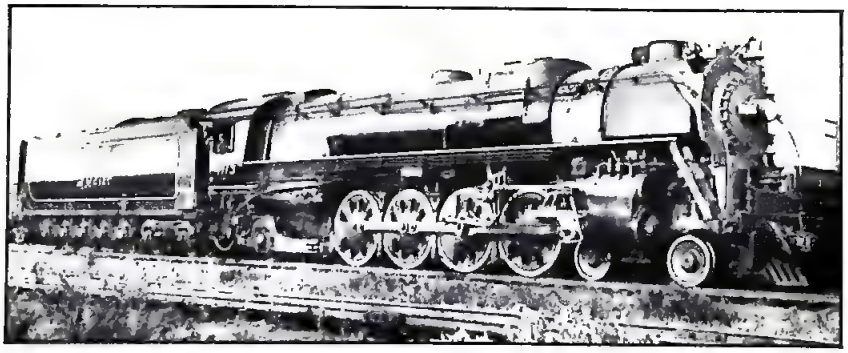
> Mr. Kelly [of ODT] also brought up the ten 4-8-4s at Lima, stating that the release of these for the Southern Pacific would give the Southern Pacific a tremendous proportion of locomotive production for the fourth quarter of this year [1942] and the first quarter of next year. I stated that we had appreciated this, but were he to consider this factor, he was departing from his previous position of taking these locomotives up in sequence of the order date. I said that we had released a different 2-8-4 [sic] design from that which the Southern Pacific had originally desired and that this design was now acceptable to the Southern Pacific and the Western Pacific. Accordingly, I felt that if the Western Pacific were in more need of the locomotives, it would be very easy to schedule the deliveries to that road.

The "different" design forced upon SP from that the road originally wanted reverted back to an earlier GS series, the GS-2 of 1936 with 73-inch drivers. Of the ten 4-8-4s authorized for completion in mid-1943, WP was alloted six and SP four, but immediately the WPB permitted SP to order six more to complete its order (4460-4469).

The C&O Northerns that WP had originally wanted to copy had 73-inch drivers. Whether SP was forced to accept 73-inch drivers, rather than the 80-inch, in deference to WP desires is difficult to know. Someone in WPB might have prohibited 80-inch drivers on the grounds that 4-8-4s could not be considered "dual service" with such big wheels (for no exclusively passenger locomotives could be built). Certainly most of the 4-8-4s under construction at the time had 70" or 73" drivers (e.g., N&W, RI, NC&StL and LV); but five D&H 4-8-4s, completed at Baldwin in March 1943, had 75" drivers, presenting an anomoly (although the D&H engines did get extensive use in freight as well as passenger service).

Between the time Stevenson wrote his memo (September 3, 1942) and the date of delivery to the WP and SP, the Central of Georgia "pooled" into the same famous "GS" class, the only 4-8-4s under construction at Lima at that time, and from August to October, 1943, received nine that externally bore

R.E. CHAFFIN, CHARLES T. FELSTEAD COLLECTION



LEHIGH & HUDSON RIVER had to wait two years for three 4-8-2s based on B&M's 1941 design (4115 at Rigby in July 1941). L&HR 12 was at Warwick, N.Y., in 1948.

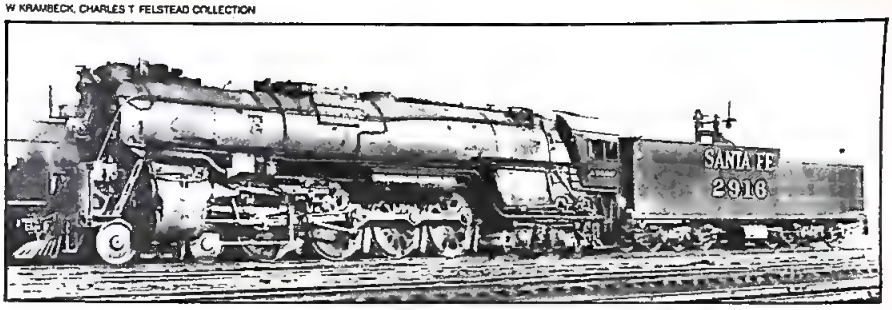
WM. CURTIS, CHARLES T. FELSTEAD COLLECTION

little resemblance to the SP-WP "identical twins." (The CG had originally wanted Baldwin to build its 4-8-4s.) Stevenson took pains to explain that "no question of standardization was involved in the WP-SP agreement, "only one of limiting the number of designs in production at a time."

Orders for Northerns were pooled more than for any other type. Besides Southern Pacific sharing its GS class with Western Pacific, and the Rio Grande its M68 with the Missouri Pacific, plans for the Rock Island class R67 of 1929 were used in 1943 for 15 Delaware & Hudson 4-8-4s from American, as well as for ten more for the Rock Island and ten for the Milwaukee Road in 1944, likewise from Alco. One interesting "bunching" for the Mountain type occurred as a result of the war. The Lehigh & Hudson River had ordered three 4-8-2s in 1942 to a Boston & Maine design of 1941, but was unable to get delivery until 1944. The delay might seem unnecessary when put up against the large orders for Mountains (or Mohawks) filled for New York Central in 1942 and 1943. But that was the point of pooling; the WPB wanted to keep as many as possible of one type of locomotive in production at one time and to discourage small orders.

The unwillingness of the WPB to authorize production of orders for fewer than ten can explain why the Minneapolis & St. Louis never received the five 2-6-6-4s it ordered from Baldwin in 1943 to handle the increased wartime traffic. These simple articulateds were based on the design of the ten Seaboard Air Line 2-6-6-4s of 1935 and 1937, also from Baldwin. One surmises that when M&StL learned it would need either to expand its order or fit into an already existing construction program, it canceled the order and put its name in the waiting list for FT diesel units, three of which arrived on the property as one locomotive in April 1945. Apparently this granger road survived the war years with light Mikados (rebuilt just before the war) as its most modern power.

W KRAMBECK, CHARLES T FELSTEAD COLLECTION



SANTA FE got its big 2900s because its order for 30 was large enough to stand on its own, and because the AT&SF was not about to use someone else's 4-8-4 design.

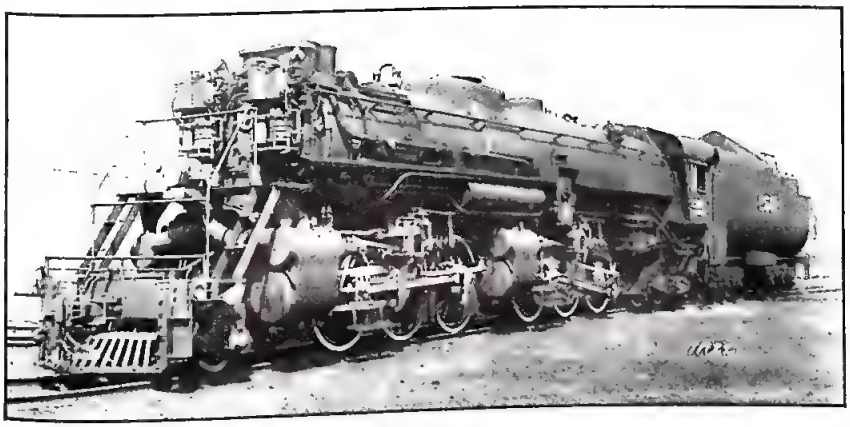
Compulsory pooling of orders and allocation of new power were in effect only from June 1942 to January 1943. The story of the failure of the Transportation Equipment Division of the WPB to achieve significant standardization during World War II is found in Stevenson's account of how the Division tried to get the Missouri Pacific, Northern Pacific and Santa Fe to utilize Northerns of the same design, and how the Santa Fe rejected the design selected because it "would not meet certain clearances" of that road. This complex affair reveals a conflict of interest involving an ODT official and even hints at influence peddling. As Stevenson recalled,

> The scheduling of 30 4-8-4 type at Baldwin without designation as to the railroad had touched off an interesting ... controversy. The [Transportation] Division had necessarily to schedule, and Baldwin to start the ordering of material, for second quarter [1943] production, even though the Division could not get advice [from the ODT] as to the railroads for which locomotives should be produced. It had consistently taken the position with the Office of Defense Transportation ... that such Office should make recommendations of the priorities or sequences in which the various railroads should be supplied with power. That office had been as consistently evasive in indicating any preference. So with a number of roads needing power of the 4-8-4 type, Baldwin picked out a design which it believed might fill the bill of whatever road finally was designated.

That design happened to be the D&RGW M68 class Northerns, of 1937-1938. Stevenson related how both NP and MP indicated satisfaction with this design, "although neither would have taken it without some modifications under normal procedure." However, Warren Kelly of the ODT, who had formerly been purchasing agent for the Santa Fe, brought before Stevenson the objections of the Santa Fe to the D&RGW design. Stevenson replied to Kelly that "nobody was proposing to build a locomotive which could not be used," and that if the Santa Fe "needed power ahead of the other roads," it would be so scheduled. Kelly would not go this far himself, however. As Stevenson observed, "Kelly was in somewhat of a difficult if not embarrassing position owing to his being on leave as Purchasing Agent for the Santa Fe." Complicating the affair, Stevenson noted, was that Santa Fe's order was for 25, which was substantial enough in its own right to warrant a separate order.

It developed that all three roads got what they wanted (assuming Missouri Pacific's satisfaction with the D&RGW design). The MP, in October 1943, received from Baldwin 15 Northerns, numbered 2201-2215, almost identical to the D&RGW second group of 4-8-4s (1937-1938), numbered 1800-1804. Both had 73-inch drivers and 26″ × 30″ cylinders, but the MP group weighed slightly more. The Northern Pacific had been first in line for 4-8-4s from Baldwin during this critical period (the order having been submitted in February 1942), so the road that originated the wheel arrangement got ten more of the

BALDWIN LOCOMOTIVE WORKS, H L BROADBELT COLLECTION



MINNEAPOLIS & ST. LOUIS wanted five 2-6-6-4s in 1943 based on the Seaboard 2500s, but since the order was too small, the M&StL had to wait—and got FT diesels.

famous "A" class (A-5) early in 1943, featuring 77-inch drivers and 28" × 31" cylinders, with total engine weight of 508,500 lbs. The Santa Fe, last in line, got five more than its original request of 25 for a design it had first put in service in 1938. With 80-inch drivers, 28" × 32" cylinders, and weight of 511,000 lbs., it was the biggest Northern ever.

The Santa Fe certainly gives the appearance of occupying "most favored status," for besides these Northerns (plus diesel switchers and 25 Texas types early in 1944), the road was the first to receive valued road diesels after EMD resumed production following some lengthy delays induced by materials shortages and military priorities. In May 1943 Santa Fe took delivery of 17 the much-sought-after four-unit 5400 h.p. FT diesels.

The Santa Fe always seemed to get what it wanted. In fact, it was the road solely responsible for the failure of WPB's policy "of limiting the number of designs, and of having a few railroads with orders in small lots pool their orders on a given type so that greater production might be obtained." For nothing could be done about the refusal of the Santa Fe to coordinate orders for 4-8-4s with NP and MP. Stevenson himself never directly attributed the failure of pooling and of standardization to the complaints of the Santa Fe. However, two other official histories of the WPB fix the blame without hesitation, although Grant McColley does not specify the railroad: "About December 1942 one railroad company launched such a strong protest against acceptance of any of the approved types that the Transportation Equipment Division abandoned the standardization and allocation program." A typewritten manuscript in the National Archives is specific, however:

> Several months later (about November or December, 1942), the Santa Fe came in the market for some locomotives. Mr. Engle of that Company called upon the Transportation Equipment Division with Mr. Ripley, then a consultant to the Office of Defense Transportation, to protest against the standardization of design. Mr. Engle stated that the Santa Fe wanted a different type of locomotive and launched such a strong protest that it was decided to abandon standardization of locomotives and allocation of business.

It is indeed ironic that Santa Fe would gladly take every standardized road diesel it could get, yet would reject a good 4-8-4 design on the grounds it should have its own! Santa Fe does not have to stand alone, howeger, as the great obstacle to standardization, for at about the time Santa Fe exerted its considerable influence, it became clear to Stevenson that the railroads were not going to order the power the ODT "had stated was minimum for their needs." From the beginning, Stevenson had felt that the ODT, by overstating the needs of the railroads, had put the WPB in the unnecessary bind of trying to implement orders that never materialized. Stevenson requested and received, in writing, from Kelly (in December 1942) a statement that there was not enough orders developing to cover the high estimate of needs projected by ODT, and thus "it was of no consequence to try to build the number." Stevenson then wrote Kelly (January 16, 1943):

> Inasmuch as it is now manifest that steam locomotive requirements for 1943 ... are substantially less than the previously indicated requirements ... there seems to be no point in continuing production of domestic railroad locomotives to a stated design. ... Accordingly, we have authorized schedules in lots of not less than ten, a minimum number which presently appears most appropriate from a materials production viewpoint.

Aside from this restriction, the railroads could revert to their usual practice "of more or less custom jobs."

In recounting these developments, Stevenson confessed his Division was not "completely guileless in its final advocacy of limiting the number of designs," but was "using this suggestion to smoke out for once to the eyes of all, the continued inflation in the ODT presentation of requirements, and the ODT disposition to try to shift ... responsibility for transportation inadequacy" to the WPB. Besides the ODT "inflating" orders, reasons for a lower demand for new steam locomotives than had been expected were several. Stevenson himself believed the railroads could foresee the end of the global conflict and were waiting until after the war to assess their needs. Also, as more and more men in the preferred age group of 18 to 26 were drafted, and with occupational deferments accordingly more difficult to get, the critical shortages developing on American railroads promised to be of manpower, not of equipment. Another reason for a lower than expected demand for steam locomotives was that many railroads, if they had been queried, wanted diesels, and only one builder—EMD—made diesel freight locomotives. Finally, uncertainty about tax advantages of purchasing new power in wartime led to putting off orders. The railroads' hesitancy got so bad that Joseph Eastman himself took the chief executives to task in a speech before the Association of American Railroads in Chicago, February 3, 1944 (a month before he died). He warned that high officials in the government—e.g., Donald Nelson of the WPB—were becoming critical of the railroads' failure to buy equipment they claimed they needed even after material had been released for construction. Eastman allowed how "confusion and doubt had unfortunately been created and allowed to persist, as to whether the new equipment could be amortized under the [new interpretation of the] tax law within a five-year period, with the result that orders for cars and locomotives were withheld." He apologized to the executives for the confusion over amortization, and opined that soon the tax write-offs would be permitted over a five-year period, provided the railroads "can show that the new equipment is not merely replacing an equivalent amount of retired equipment."

Thus died the "noble experiment" of standardization of steam power. The most important discovery to come out of this account is that the WPB did not exercise stringent controls over locomotive design in World War II, notwithstanding the impression left in most popular histories of the steam locomotive. For six months, WPB did try to control designs to achieve some standardization. But even where railroads took the same design, standardization was not fully achieved because each road laid claim to its own suppliers of accessories and held forth for its own arrangements of details.

Also, most readers have been misled by false interpretations of Stevenson's statement to the press in July 1942 that WPB would try to achieve standardization through "the use of designs that previously had been employed." Nothing in Stevenson's account of the Division even hints that he meant railroads had to use "tried and proven designs" for new locomotives (Henry Comstock's words in *The Iron Horse*, 1971). Even if such had been the case, it would not have affected locomotives ordered before mid-1942 or after January 1943. The Pennsylvania's testing of two tried-and-proven designs at the beginning of the war—N&W's class A and C&O's T-1—has often been cited as evidence of WPB restrictions, for following these tests the Pennsy built 125 virtual duplicates of the C&O T-1 in its own shops. However, these 2-10-4s were ordered *before* WPB ever adopted a policy on locomotive design. As pointed out, the only action WPB took on this order was to ask the PRR to withdraw the portion of the order it had placed with a commercial builder and to construct them itself! When WPB did announce a policy, it applied to designs already existing *on the erection floor* and not on whether the design was proven. One can speculate that the PRR management on its own had the good sense to pick an already existing design in order to save

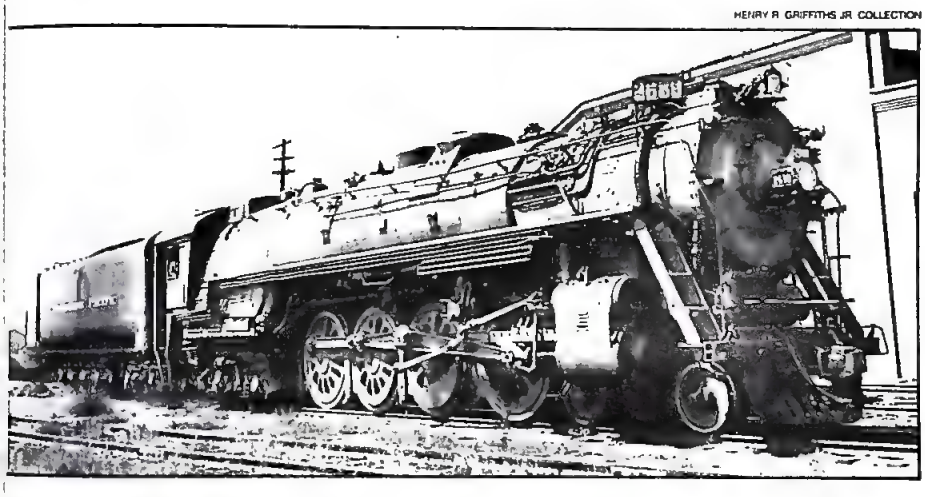
both time and money in getting new power to meet the war emergency.

Rather than cutting down the number of new steam locomotive designs, the effect of World War II was to increase them. Lima was building not only 0-8-0s, 2-6-6-6s, 4-8-2s, 2-8-4s and 4-8-4s, but Mikes as well for the DT&I and AC&Y. At American, besides Challengers of several varieties, came the last group of Big Boys, not to mention Berkshires, Mountains, 0-8-0s, 0-6-0s and a brand new Consolidation for the Bangor & Aroostook. From Baldwin came the world's heaviest Hudson for C&O, huge Yellowstones for the B&O and DM&IR, 4-8-8-2s for the Southern Pacific, Texas types for the B&LE and Santa Fe, Mikes for three Southern short lines, and balancing the conventional Northerns and Berkshires (for L&N) came the experimental 6-8-6 for the PRR. This is not even to mention the new locomotives—everything from USRA Mallets to experimental duplexes—emerging from the shops of individual railroads like N&W, PRR and Cotton Belt, as well as a number of locomotives upgraded during the war by rebuilding in the railroads' own shops, like the B&O T-3 Mountains, the Missouri Pacific "Victory" Northerns, and the Wabash Hudsons, converted from "Drag Era" Mikes.

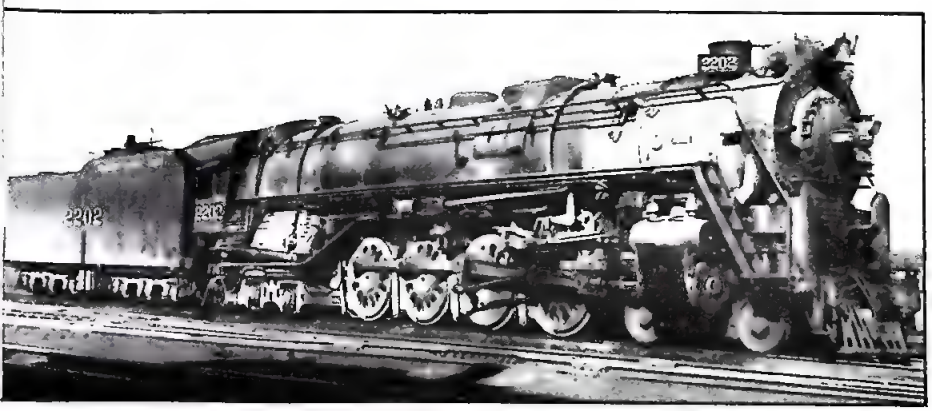
If the war proved anything about steam, it was that American railroads were not about to standardize designs. Most believed that motive power had to be tailor made for their particular needs. The variety in design that resulted was a delight to the railfan and modeler but the bane of thoughtful observers of the railroad industry. In 1942 Joseph B. Eastman, director of the ODT, in remarks before a meeting of the American Society of Mechanical Engineers, "looked forward to the time when steam locomotives will not be made to order." George D. Brooke, president of C&O, PM and NKP (until 1942), had introduced Eastman that morning. One wonders how Brooke took this remark, for under his tenure C&O alone had received orders (excluding the 2-8-4s) covering four different wheel arrangements, two of them being innovative designs. Eastman had probably been coached into this position by his deputy director, Brig. General Charles D. Young, a former vice-president of the Pennsylvania. Young had made a detailed study of the factors involved in the selection of motive power, and at the 1943 meeting of the ASME presented his "incisive study" (in the words of *Railway Age*) on how mass production would lower first costs. He selected for study 100 4-8-4s ordered from October 1942 to September 30, 1943. According to his calculations, these Northerns, built to ten different designs, could have been narrowed to two and still have met the requirements of all railroads involved. Young even intended standardization to extend to specifications of materials for construction and to uniform manufacture of specialties and appliances. Andrew Stevenson all along had believed in standardization, but as Director of WPB's Transportation Equipment Division was willing to accept the railroads' contention that steam power be built "on a custom basis with regard to an individual road's track clearances, grades, tonnages, water conditions, type of fuel, track and bridge structure, length of run, and the like."

It is ironic that because of the proliferation of big and top performing designs, World War II was both the Golden Age of the modern steam locomotive and its last stand. General Young was among only a few voices crying in the wilderness. But even if his call for standardization had been heeded, it is doubtful whether the flood tide of dieselization would have been slowed by many years, for too many factors besides standardization of design were hastening the demise of the fascinating steam locomotive.

HENRY R. GRIFFITHS JR. COLLECTION



IN 1943 BALDWIN built ten A5 4-8-4s for the Northern Pacific (2869, above, in Spokane, August 1952) and 15 N73s for the Missouri Pacific (2202, below, in St. Louis in November 1945) based on the D&RGW M68 design of 1937 (1800, bottom, at Denver in August 1940). The Santa Fe was to have been part of this, but got its own 2900s.



R.J. FOSTER, CHARLES T. FELSTEAD COLLECTION

CHARLES T. FELSTEAD COLLECTION

Mr. Travis on painting locomotives

Walter Travis, president of the Bangor & Aroostook, has been involved with locomotive paint schemes throughout his career with the DL&W, EL, D&H and Bangor & Aroostook.

by Bruce Owen Nett

BRUCE OWEN NETT

"Basically, paint and design on a locomotive should enhance the inherent design of the machine, and it should strengthen the appearance of motion."

So speaks Walter E. Travis, president of the Bangor & Aroostook Railroad, a man who has been closely involved with painting and design on locomotives of three railroads.

"One of the most important parts of locomotive painting," he continues, "is the use of accent stripes." Stripes have played an important part in his area of responsibilities on the Lackawanna Railroad, the Delaware & Hudson and the Bangor & Aroostook.

Travis' first association with railroading began when he joined the Delaware, Lackawanna & Western as a foreman in the Scranton Diesel Shops. The railroad of *Phoebe Snow* had just entered the diesel locomotive world when Travis arrived and had on the property the first examples of a fleet of FTs and F3s. There were two paint schemes used on the DL&W diesel fleet with grey, maroon and yellow being the colors on both the FT freight units and the passenger F3s. The colors and design on both models were heralded by contemporaries as being of superior style—the result of collaboration between the railroad and the EMD Styling Section in La Grange.

As the Lackawanna diesel fleet grew with eventual addition of F7 and E8 units, so did Travis' area of responsibility. By 1956 he had assumed the mantle of superintendent of diesel locomotive maintenance. Within two years he first felt the effect of poor design on "his" fleet of diesel locomotives. The Lackawanna had started a severe economic downturn. Up to this time, repainting of DL&W diesels was done as required while in major overhaul. But economics caused orders to be issued to paint all units a solid grey with just the name and numbers in a color.

"We did about twelve of our freight units in this manner," Travis continued, "and they just looked awful." Some shippers thought so, too, as complaints soon reached Lackawanna President Perry Shoemaker. Bypassing the normal chain of command, Shoemaker called Travis directly and discussed the problem. The outcome of the call was an order to resume painting the units in their original liveries.

Travis brought up another idea to Shoemaker. He had long felt that all units, freight and passenger, should be painted in the passenger design. Although the passenger motif was more detailed than that used on the freight units, it would actually be a little less expensive to paint the passenger design. It was so ordered.

When the Erie Lackawanna merger took place, Travis retained his title but with diesel maintenance responsibility for both railroads. His participation in painting matters for the EL took on two aspects. The decision was made that the locomotive colors for the combined railroads would be that of the Lackawanna, but it wasn't decided that the actual Lackawanna design would prevail.

Travis had occasion to be in the Cleveland offices of the merged railroad and quite by accident was present when the former Erie mechanical department came in with a half dozen proposed designs—one of them being the Lackawanna motif, a fact not especially mentioned. Travis immediately recognized the Lackawanna scheme as being the best of the six presentations. "I was, of course, somewhat prejudiced," Travis said, "but some of the Erie people also took that view, perhaps not clearly thinking that it was in fact the actual DL&W design." That one design was shown to the EL operating vice-president, who immediately approved. Word went out that the former Lackawanna livery would be seen in Hornell, Port Jervis and other Erie points.

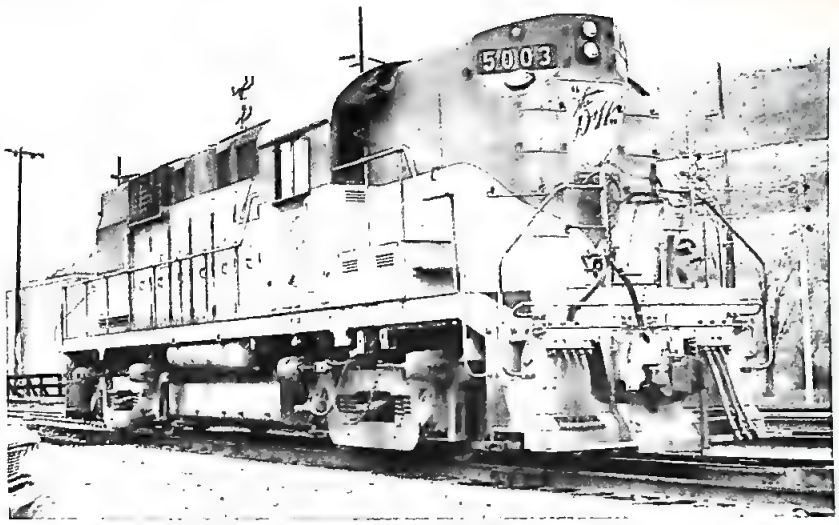
"I think I smiled quite a bit," Travis chuckled.

About a year following the Erie Lackawanna merger, Travis had the opportunity of moving on to the Delaware & Hudson as chief mechanical officer. He joined a team headed by W.W. White, a former Lackawanna president. During his ten years at the D&H, Travis again became involved with paint schemes and accent stripes.

"When I arrived at the D&H our main roster of motive power consisted of Alco road switchers with a few Alco yard switchers. "As I recall," Travis said, "they were painted black with yellow lettering and a very wordy herald."

Eventually a decision was reached that the units must be painted in a colorful livery. A consulting firm was called in and finally came up with a blue/grey theme. "I pointed out to them that the new design would just not look appealing unless the colors were separated by accent stripes. This was done in yellow, and it was very nice looking unit helped by a lightning streak within the wide band."

JIM BOYD



THE FIRST NEW UNITS to wear D&H's blue and gray lightning stripe were six RS11s built for NYC and painted in NYC lightning stripes. 5003 was at Binghamton in 1968.

The D&H had the new scheme applied to six RS11s bought from Alco in 1961 that had been built for the NYC in 1960 and returned to Alco unused. The RS11s had swapped their NYC lightning stripes for new D&H lightning stripes!

In the summer of 1967 Travis became involved in yet another locomotive painting problem—a side effect making many railfans very happy.

"Buck Dumaine had by this time," Travis explained, "taken over the railroad, and he wanted to upgrade the passenger service—not more service, but by upgrading the appearance of the train. We had two round trips a day between Albany and Montreal, and they were operated with boiler-equipped roadswitchers. Buck wanted us to start looking around for some better power, and we did so."

In August of that year the need for new passenger power reached a crisis point when one of the passenger trains sideswiped a freight. The passenger units were almost totally destroyed, and the loss of two passenger locomotives caused a major concern.

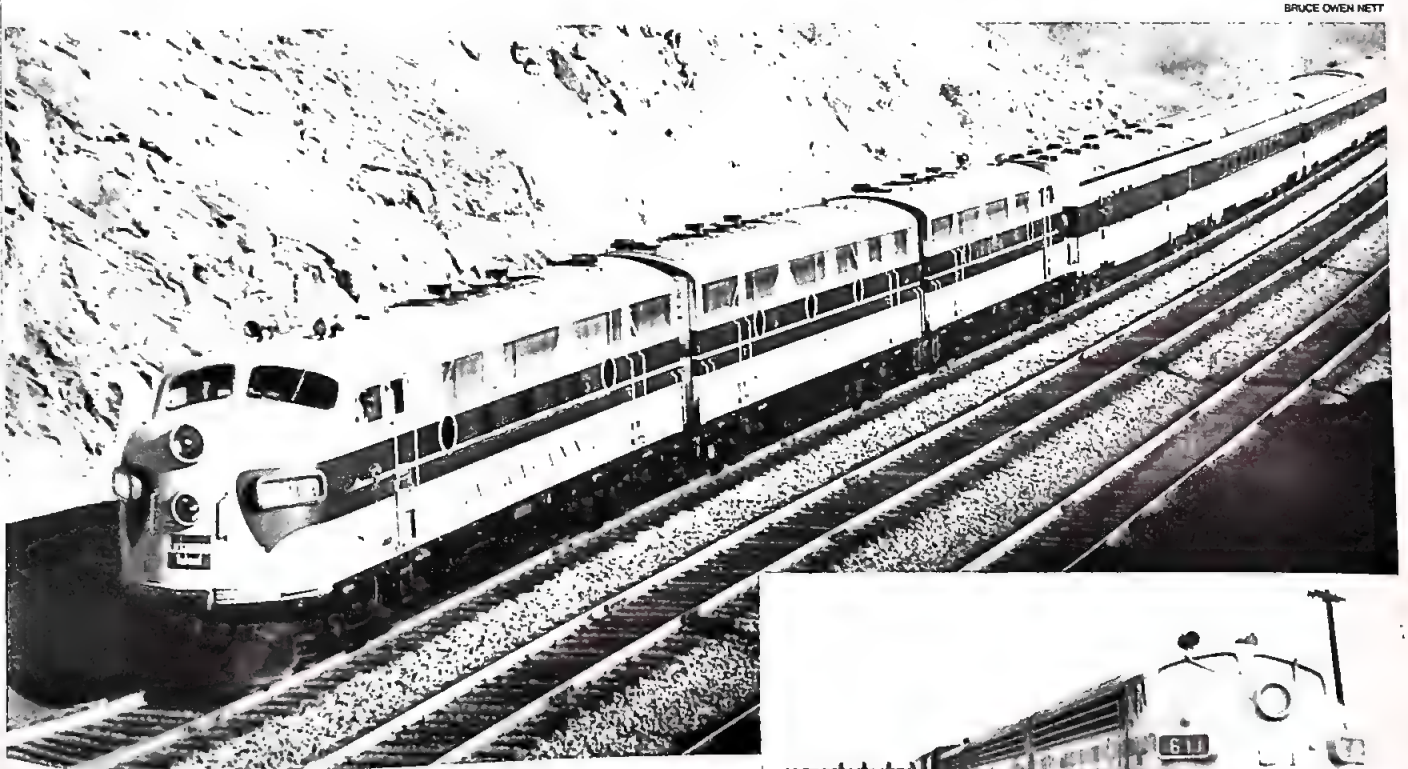
"We just couldn't face the winter ahead without enough units to do the job," Travis said, "so I dropped everything else and started making some calls."

Travis found that the Sante Fe had some surplus PA1s for sale in Barstow, California. "We entered negotiations with the Sante Fe and bought four of their units. These were in the colorful 'war bonnet' livery with the stainless steel panels on the side." The units arrived in Colonie in early December, and three of them were put into service almost immediately, while the fourth needed a little work. Travis also bought an ex-New Haven trade-in PA from General Electric to use for spare parts.

An effort was made to adapt the new D&H paint design to the PAs, but there was a problem. Mechanically they were very good units, and the paint was in good shape. However, as Travis explained, the Santa Fe had painted the units so many times that the D&H paint shop could not get all the paint off, especially in the stainless steel area.

"So we had no choice," Travis continued. "We just could not use our basic design and apply it over the Santa Fe units. We ended up simply using the

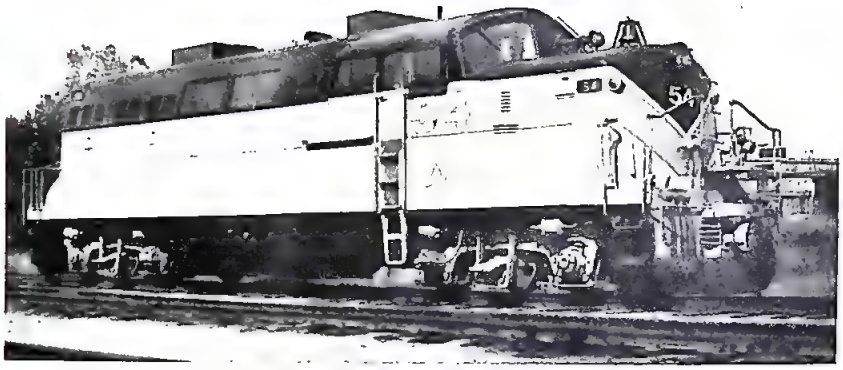
BRUCE OWEN NETT



JOHN L. TREEN

WALTER E. TRAVIS, now president of BAR (opposite top), started with the DL&W, which had different maroon, gray and yellow schemes for its freight and passenger diesels. He got the EL to select the DL&W passenger colors for all of its diesels.

JIM BOYD



BANGOR & AROOSTOOK'S new orange, gray and black—illustrated here at Northern Maine Junction in 1981 on the only BL2 to get the scheme—was created at Walter Travis' behest to improve on the solid blue then prevailing (see page 67 for color photos). Mr. Travis was assigned the task of locating better passenger power for the D&H in 1967 and bought the four Santa Fe PAs that made the *Laurentian* famous (below, in June 1969).

original Santa Fe scheme and substituted the D&H colors. It was a unique locomotive, and it just would not have looked good if we tried to use the exact D&H design. When we finished we had some very nice looking units."

When Buck Dumaine took over the Bangor & Aroostook, he asked Travis to join him in Maine. Along with Alan Dustin (now head of N.J. Transit) Travis helped manage the day-by-day operations of the BAR under then-President Jerry Strout. When Dustin left to head the Boston & Maine, Travis was named as BAR's president.

In Bangor, Travis once again became involved in locomotive colors and design. Previous management, probably in an economic move, decreed that the BAR locomotive paint color would be solid blue with yellow lettering. "This was basically a very poor scheme," Travis said, "as I much earlier found out with the Lackawanna grey that a solid design greatly shortens the appearance of any box-type unit and makes it appear to be much smaller than it actually is."

In late 1971 the BAR started a boxcar rebuild program in the Derby shops. Initially it was a small program with only about 35 cars being rebuilt. But they were painted international orange and sported the new triangular company logo, designed by a Bangor consultant, that is used today.

The new colors of the rebuilt boxcars were very well received, so it wasn't too long after that the need for more colorful locomotives was discussed. "We asked the mechanical department to come up with some design ideas, using the international orange from the rebuilds. We finally came up with what we have today, orange, grey and black."

According to Travis there was one thing missing in the new design: accent stripes. "I again expressed my desire for stripes between the colors, but some of our people couldn't see it. We finally ordered that two units be painted. But I asked them to do "the old man" a favor by adding stripes to one of them. They did so, and immediately it became quite clear that stripes really made a difference."

The validity of Travis' beliefs is clear to any who have had occasion to visit the BAR diesel shop at Northern Maine Junction. The solid blue locomotives are, for the most part, a thing of the past. The blue remains on only a few F3s and BL2s no longer in service and ready for scrap. In recent months, however, more solid blue has arrived in the form of five ex-Conrail GP38s bought by the BAR. At this writing, three units have donned the BAR colors with two late arrivals sure to be painted by press time. Seeing a new unit and a solid blue unit side-by-side is quite revealing. It is visual proof that Walter Travis knows his colors and design. ⊂

JIM SHAUGHNESSY

PHOTOGRAPHY DOUG HARROP

CENTENNIAL 6917 HEADS A SUPERVAN OUT OF OGDEN, UTAH, ON MAY 30, 1984

Centennial Summer

The big story of 1984 for diesel fans was the return of the DDA40X Centennials to the UP main lines.

by Doug Harrop

It was just after sundown as another bitterly cold Utah winter night was descending on the Morgan valley of the Wahsatch. Sitting at my desk in my home alongside the Union Pacific main line, I began to hear, even feel, the distant throbbing of another train coming up Weber Canyon. From force of habit, I walked to the window to see what was going by. I looked—and looked again, in disbelief. Howling up the valley out of the gathering gloom of February 2, 1984, on a long string of ore cars was an honest-to-goodness pair of DDA40X Centennials, 6942 and 6938.

Impossible!

I grabbed my camera and ran for the car. Fortunately they were slowed by a yellow block, and I was soon driving parallel with the engines. The long and powerful units were majestic with their freshly-silvered trucks standing out in the low light. Idling along, they seemed impatient to return to Run 8 and track speed again.

It was, all in all, a beautiful sight—one that we used to take for granted, and one we certainly never expected to see again, knowing that the fleet had been in dead storage for over three years. After returning home and making a couple of phone calls, I had confirmation from *CTC Board* Editor Dale Sanders that the UP was, indeed, in the process of placing 25 of the big units back in service.

As I sat back and pondered the events of the past hour, I couldn't help but remember a similar event of 26 years earlier. During the winter of 1957-58, the UP was using GP9s and other assorted diesels (and an occasional gas turbine) in helper service east of Ogden. But for a few weeks in the spring of 1958, 3900-class 4-6-6-4s were brought back for that pusher work, providing some thrilling moments for this steam-loving teenager. The 1984 return of the Centennials was every bit as thrilling.

Why did the UP return the 6900s to service? By the end of 1983 the UP-MP-WP merger was in full effect, and demands for motive power were increasing rapidly, especially on the former-WP line between Salt Lake City and Oakland. Also, the two-year-old recession was ending, and traffic was starting to increase. The UP needed more power—and quickly. Even if new power was ordered, it was doubtful if delivery could be made in time to forestall a power crisis.

After much consideration, the UP decided to return 25 Centennials to service after 3½ years in storage. It would be a monumental task, for a number of them had been stripped of parts, even though they were structurally sound. But with the style we have come to expect of the UP, after the decision was made in January, the end of March found all 25 of the designated units back in service.

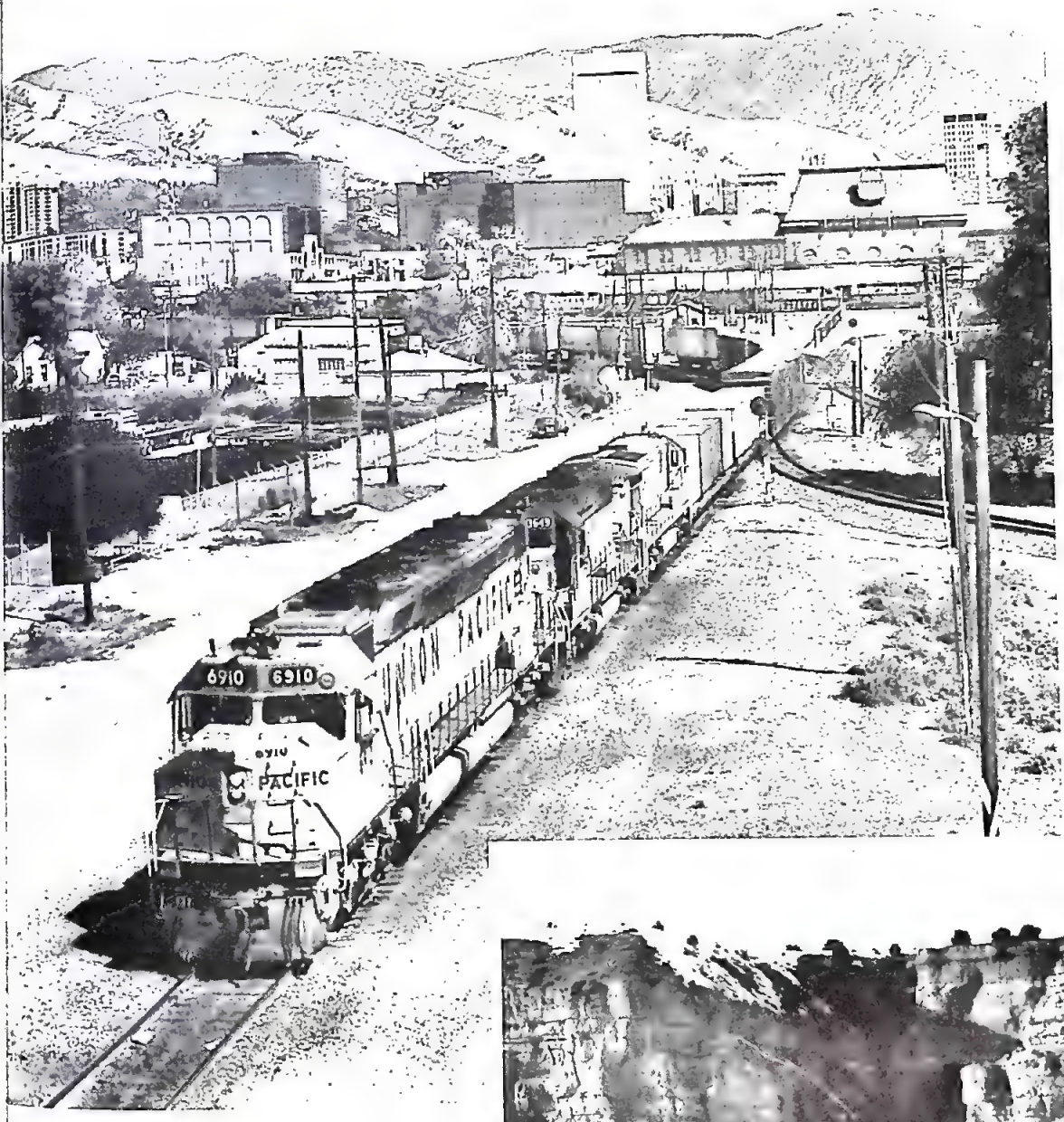
After the initial bugs were worked out, they gave the railroad good service

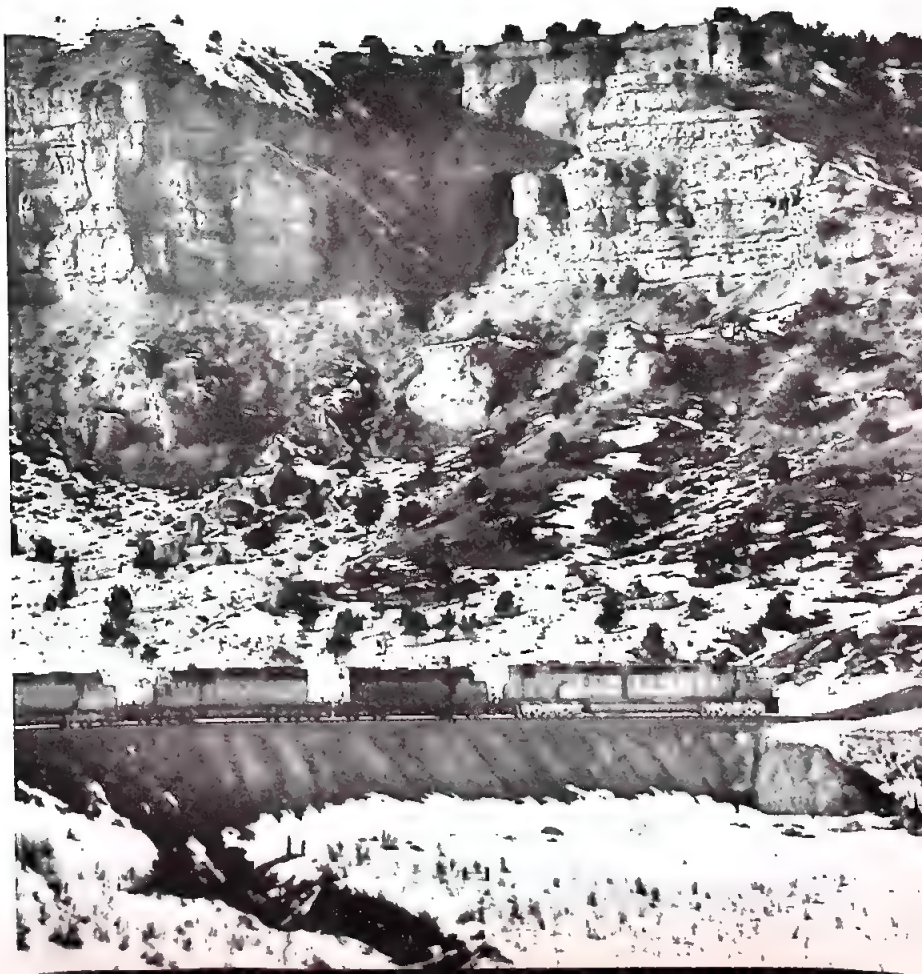
THE FIRST SET of resurrected Centennials spotted by author Harrop was on the MIGE (**below**) at Morgan, Utah, on February 2, 1984, with five dead WP GP40s in tow. On February 19, the 6945 was making 15 m.p.h. (**above**) with 119 cars on Echo Canyon's 1.14% grade. Another MIGE was struggling along ten miles from the top of the Echo Canyon grade (**below right**) on March 4 with a WP GP35 behind a 6900. A WPV was westbound (**right**) out of Salt Lake City on August 6 with 6910 in the lead.

in 1984—some of them nearly matching the yeoman 20,000 miles per month they'd been producing in the 1970s. In fact, their break-down rate has been only slightly higher than the much younger SD40-2s used in comparable service.

The big units spent 1984 doing just what they were designed for, running primarily piggyback service between North Platte and Seattle/Oakland/L.A. They were also assigned to secondary trains and were seen in pure sets of two, three or four or buried deep in or heading up a mixed-bag consist. For example, on October 7, the LAX-*Mail* had a trio of Centennials led by 6917, and was followed up Weber Canyon by a 130-car SLNP with a 6900 on the point (you can tell from a distance in the dark when it's a 6900 by the low-on-the-nose headlight; other UP units have them up between the number boards).

Due to their high gear ratio (59:18) and traction motors in permanent parallel (no series-parallel transition, or "low gear"), the 6900s are not well suited to drag service. This was pointed out rather graphically to me one day in the Salt Lake City dispatcher's office. Three Centennials were leading a very long LAX into Kelso, California. The panel lights and needle graph showed



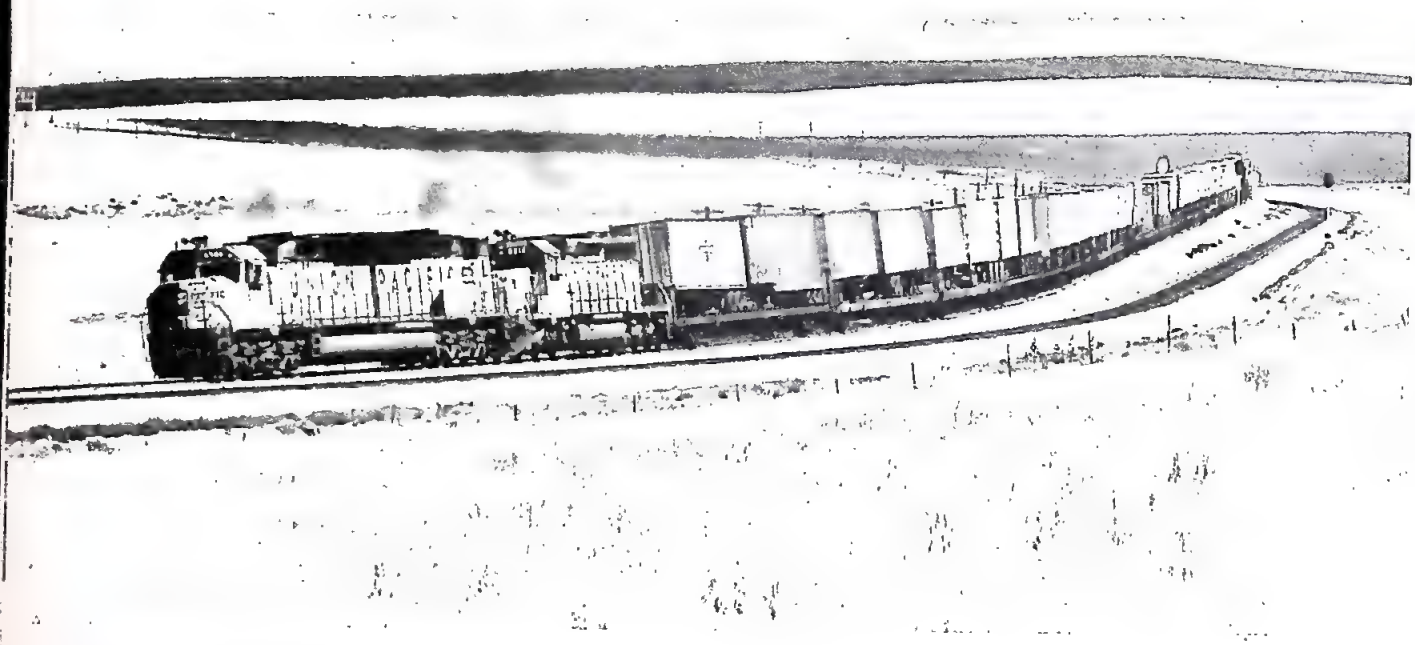


the train making a steady 60 m.p.h. Ahead was the 19-mile 2.2% Cima Hill, at one time a helper district. By the time the train reached Hayden, four miles out, the needle had almost fallen off the graph: 15 m.p.h.!

"Happens all the time," sighed the DS.

Where to find and photograph the 6900s? Sherman Hill west of Cheyenne, Wyoming, continued to be good during the "noon rush" of expediters. Also, judging by the number of out-of-state cars I've noted parked near the tracks this summer, many of you have found Weber/Echo Canyon to be rewarding, especially in the morning hours. Feather River Canyon, Cajon Pass and Oregon's Blue Mountains were also good places if you could catch action in daylight.

The question most commonly asked regarding the "Big Jacks," as they are



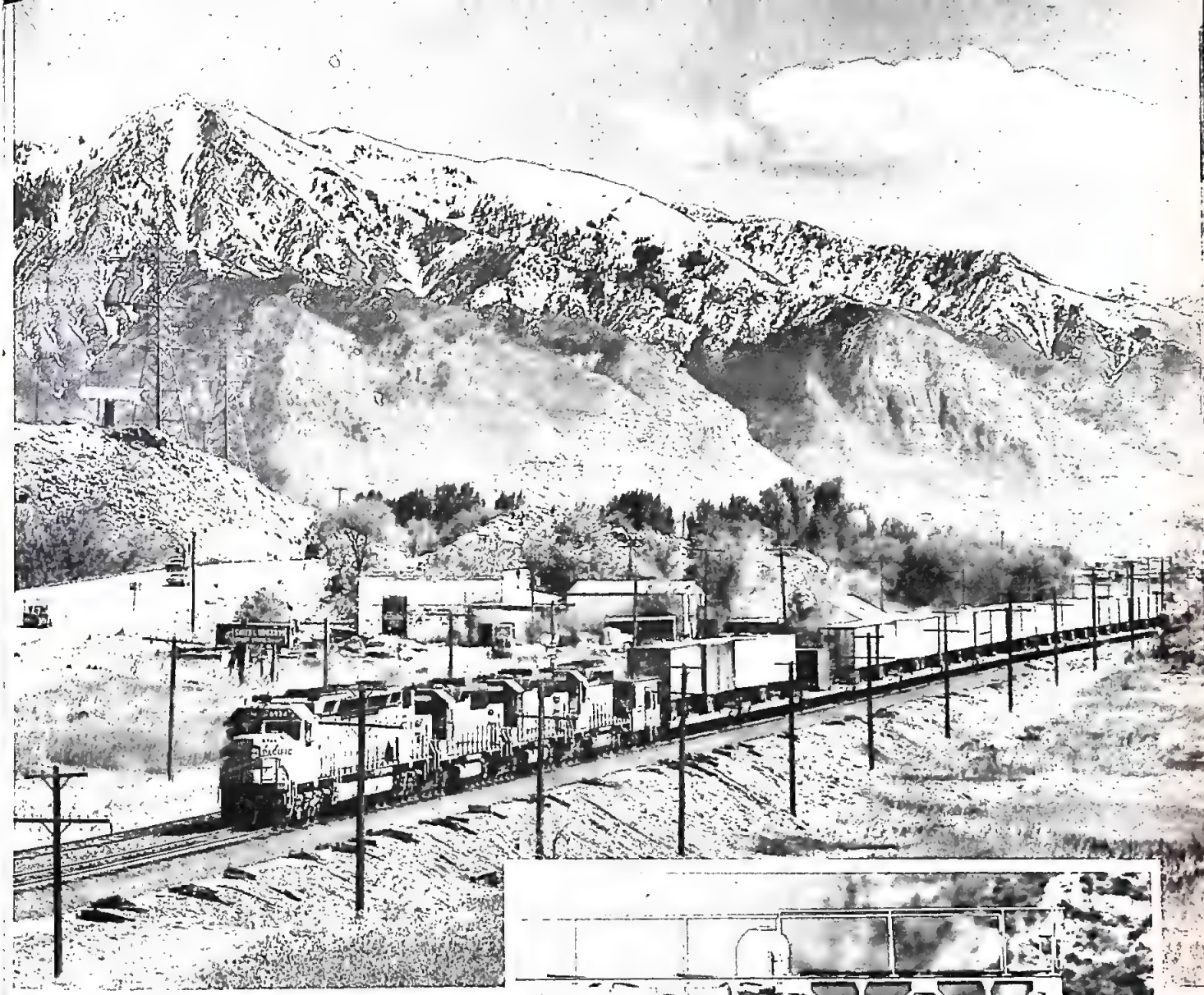
OVERLAND MAIL NORTH howls up Medbury Hill near Glenns Ferry, Idaho (above), on an impressive piece of railroad. A month-old Norfolk Southern C36-7 (right) was trailing the 6923 on a SuperVan on June 28. Snowcapped Mt. Ogden (top right) looks down on an OME detouring northward through Willard, Utah, to avoid a washout near Evanston, Wyoming. The 6902 (bottom right) had a 61-car WPX at Emory, Utah, on July 2, 1984.

often called, is how much longer they will remain in service. By December 1984, the answer may be becoming painfully clear.

The UP began using EOT (End Of Train) devices in mid-October, which require a receiver in the locomotive to monitor the air brake pipe pressure on the last car. No 6900s will be equipped with the EOT receivers. As a result, they immediately became less common as lead units. In the first two weeks of December, the train sheets at Ogden (40-45 trains a day) revealed only three trains with 6900s on the point.

By mid-December the word was out that the 6900s would be put back into storage for the winter. The seasonal downturn in business and the delivery of the new SD50s to the MP seem to be the contributing factors. Whether any will return to service in the spring is a long-shot—but then so was their return this year.

Today, December 11, three trains went by the house with 6900s in the consist—none on the point. Whether they return or not, at least we had the Centennial summer of 1984.



6902
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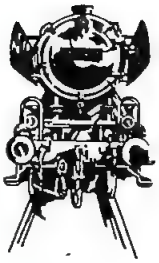
PACIFIC



In Search of Steam

More steam in Spain

Now, for those who like *big* power on their coal trains, what can be bigger than doubleheaded broad gauge (5'6") 4-8-4s? Located in Spain's north east province of Teruel, is the little town of Andorra (don't confuse it on the map with the *country* of Andorra, located to the north on the border with France). Built in *1953,* this 100% steam-powered road enjoys fairly frequent traffic with large motive power.

Pride of the line, and built new for the road, are the matched pair of Jung 4-8-4T's. They carry no road numbers, but the identical twins are named imaginatively, *Andorra* and *Escatron.* A third, slightly different large 4-8-4T named *Samper de Calander* after one of the on-line towns, is virtually the tank version of the ten giant RENFE 4-8-4 tender engines. (One of those magnificent green engines, No. 2009, survives today in the Spanish National Railway Museum in the old unused Delicias arched train shed in Madrid. A former Andorra-Escatron Railway 4-6-2, ex-RENFE 231-2006, also is preserved there, too.)

Today, the Andorra-Escatron Railway is operated by ENDESA, the Spanish National Electricity Board. Railway activity and headquarters center around Andorra, where the locomotive depot does minor repairs up to major rebuilds. Dumped steam locomotives and spare parts litter the yard. A beautiful 1920 Baldwin 2-6-0 is occasionally steamed for shunting, powering a rare inspection train or supplying enginehouse steam to steam clean parts and other locomotives. She is the oldest engine on the roster, and a coal burner. The other locomotives use bunker oil for firing and were built as recently as 1960—astonishingly new for steam.

The daily operation is as simple as the road's existence. Coal is hauled from the mines to the electric power station and unloaded; the empties go back again for reloading. The railroad was initially built to carry coal from the tipples around Andorra, downhill to the power station at Escatron on the Ebro River, some twenty miles away. Nearly two-thirds of the distance from Andorra to the original electric power station, the A-E interchanges with the RENFE at Samper de Calanda.

Today, trackage from Samper to Escatron has been eliminated and the rails lifted. The RENFE interchange is now the north end of the line. A couple of years ago, a new Teruel electric power station opened a few miles from Andorra. A new line was built to connect with it, and the A-E was saved from abandonment. Now, solid unit trains of identical, non-interchange hoppers haul coal from the Andorra mines. Engines run in reverse downhill to the new power station to drop off the loaded hoppers. The return run is the preferred movement for the discriminating photographers, as the engines always run chimney-first uphill with empties from the power station back to the Andorra coal mines for reloading.

On most operating days (Monday through Saturday), at least two engines are under steam. When I visited the line in June 1982, one of the 2-8-2 tender engines being used was ex-RENFE 2124 (remember the Reading!), which noisily hauled loads from the Andorra coal mine branch into town. There, the 4-8-4T *Andorra* coupled onto the rear, for the downhill run to the new power station, returning later with empty hoppers. This dual operation repeated itself about once every 1½ hours. In fact, at the heavy upgrade sweeping curve leading into the Andorra yard, you could catch both operating locomotives without moving a foot.

Despite the plethora of large, modern steam power, RENFE diesels coming from the Mediterranean port city of Tarragona frequently work onto the A-E rails from the Samper interchange. They run as far as the new electric power station with 75% *imported* coal from America and 25% local Spanish coal from other mines in the country. The reasons given as to why coal must be imported into a country with plentiful domestic mines, have ranged from the local product being considered too wet to problems with the local workers. Take your pick. Anyway, A-E steam and RENFE diesels occasionally meet from opposing directions at the new Teruel power station. Diesels don't go beyond this point.

Coming uphill with empties into Andorra is the big show for steam fans, however. A rocky dirt road parallels the track for several miles, and a laboring train can be chased easily into town, as the engine is working hard and slipping constantly. Smoke plumes and stack talk are at their best here. During my visit, on one such run over rain-soaked rails the big 4-8-4T stalled out on the curve heading upgrade into town. In spite of frequent attempts to restart the train, *Andorra* could not get it moving again and slipped furiously. I literally emptied my movie camera during this performance.

Although this happened just once while I was there, it must be a fairly regular occurrence. The tanker's engineer hooted a few times on his locomotive's whistle that he was in trouble. Nearby, the 2-8-2 at the mine loading tipple left its duty assignment to aid the stalled train. The resulting doubleheader was the photographic highlight of my stay on the A-E.

The Andorra yard is reasonably well patrolled, so a photo release is a necessary and courteous consideration. Inquire at the station offices. It is extremely helpful when attempting night shots with a new train crew during the evening hours. The story goes that one visiting French fan stole some builder's plates, and therefore newly arriving enthusiasts should secure a release and behave in a responsible manner to overcome any remaining poor feelings against the brotherhood of railfans.

Operating late into the night, both live engines and crews stop to rest and eat at the Andorra station and yard office at about midnight. There, you can meet the men (and night security police), and take your night pictures easily from the broad station platform. The crews are delighted with gifts of loco postcards and make you feel more welcome. Bring plenty along and pass them out freely. A Spanish railwayman invariably tries out a few nearly forgotten English words from his school days. "Merry Christmas" . . . "Frank Sinatra" . . . "good day" and the like add humor to the serious picture taking. The men can also be very accommodating with engine smoke effects and headlight adjustments. Even if you don't have any basic high

school Spanish to help you along, remember you are not the first fan there to take night pictures. The crews are already well trained in such details as headlight diming required in night photography.

While visiting the Andorra-Escatron Railway, you might try staying in Andorra at the Fonda Garcia. The Calanda Hotel is "acceptable." Near by the RENFE station interchange if you come by train, you will find the Caspe & Puebla de Hijar. If you travel by rented car, as I did, I strongly recommend staying at the Hostal Aragon at Alcaniz. This is a beautiful restored castle perched high on top of a hill overlooking the town with a breathtaking view. The accommodations and food here are highly praised and well worth the extra drive time and longer distance.

The future

With three relatively new 4-8-4Ts and three even newer 2-8-2s on the roster, I don't feel that steam's demise here is in great danger. There is no talk of dieselization or abandonment that I've heard. Complaints of the lack of spare parts may be heard from the shop boys here too someday, and when that time comes, alternative means of traction will be sought. But for a while yet, steam still rules the Andorra-Escatron Railway.

Both the Ponferrada-Villablino (covered in the January 1985 issue) and the Andorra-Escatron steam roads can be comfortably covered in a one week trip. A round-trip excursion ticket from New York to Madrid costs about $600. Steam powered coal trains today, mixed with spectacular Spanish scenery, make an outstanding vacation.

PHOTOGRAPHY MIKE EAGLESON

Andorra-Escatron Steam Roster

As of January 1983

4-8-4Ts			
Andorra		Jung 11467, 1953	In use
Escatron		Jung 11468, 1953	Shopped
Samper de Calander		Maquinista 1958 (builder's last steam loco)	
2-8-2s (ex-RENFE 141F)			
2124		North British, 1954	In service
2402		Euskalduna, 1958	Dumped
2416		Euskalduna, 1960	Serviceable
Miscellaneous			
1	2-6-0	Baldwin 1920 (bn 53437), ex-Agricola Industrial Navarra	
2006	4-6-2	*Cabeza Gorda* (Fathead) Babcock & Wilcox 1930 (bn 364) Preserved in Delicias, Madrid.	

WHEN THE 4-8-4T, *Andorra*, stalled on the upgrade into its namesake community, 2-8-2 2124 (above) came to the rescue on May 28, 1982. The pair spent the night at the Andorra station (below). That's *Andorra* again (left) working uphill.

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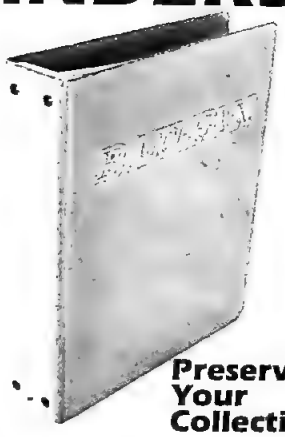

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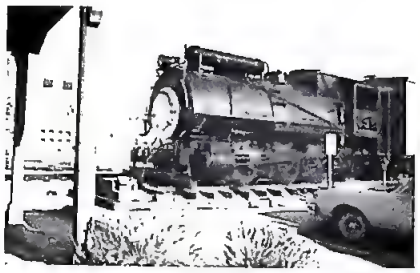
Markers

BY JIM BOYD

LARRY ROSE

IN LA MESA, California, the Pacific Southwest Railway Museum Association has restored the La Mesa depot (below left) with a small display that includes an ex-Mojave Northern 0-6-0T (below right). The recently-acquired Southwest Portland Cement Fairbanks-Morse H20-44 408 (ex-UP 1366, nee-FM demonstrator 2000) joined the La Mesa display in July 1984.



TWO PHOTOS JIM BOYD

Campo and La Mesa

The purpose for my "Escape from Winter" Amtrak trip (page 34) was to present the program for the annual banquet of the Pacific Southwest Railway Museum Association in San Diego. This industrious group is an example of organized railfanning at its finest, as it functions on a variety of levels. The PSRM maintains two museum sites and is amassing a collection of significant equipment while providing its large membership a social environment in which to enjoy the hobby and the people in it. One of the things that impressed me most was the degree of family involvement—it's not just the guys climbing around their locomotives and getting dirty, but wives, friends and retired people helping out with the restoration of the depot, running the book shop and just "being there" for all sorts of activities.

The PSRM has a small museum in La Mesa, adjacent to San Diego, and a large new museum site at Campo, about 60 miles to the east along the old San Diego & Arizona Eastern. When we were there in February 1984, they were just putting the finishing touches on the beautifully restored La Mesa depot—a classic little Western structure that ought to be on every model railroad. The depot was built in 1894 by the San Diego, Cuyamaca & Eastern, which later became the SD&AE Lakeside line and now terminates at El Cajon. Many years ago the depot had been sold and moved to Lakeside, where it served as a gift shop. The PSRM purchased it for $1.06 (a dollar and six cents sales tax) and moved it back to La Mesa, restoring it on a site about a block away from its original location.

On a spur near the depot was a Nevada Northern 0-6-0T, two old freight cars and two passenger cars that include a gift shop. A recent addition to the La Mesa display is Southwest Portland Cement Fairbanks-Morse H20-44, from Victorville, California. Fully serviceable, this former FM demonstrator is one of the rarer FM models. It will soon be joined by an RS2 from Kennecott Copper, which was recently donated but is yet to be delivered.

The museum at Campo, California, however, is PSRM's most ambitious project. It is located on the old SD&AE about 65 rail miles east of San Diego—between Campo

and San Ysidro, about 50 miles of that line is the Tijuana & Tecate, owned by the Mexican government but posessing no equipment or motive power. Not far east of Campo is Carriso Gorge, with its famous huge curved trestle. On June 18, 1983, however, two bridges between Campo and the gorge burned in a brushfire (not the big timber trestle, though), cutting off Kyle Railways' SD&AE from its eastern connection with the SP at Plaster City.

With through trains on the SD&AE shut down, the loss of a rail connection to Campo became a real possibility, so PSRM moved quickly. In mid-July they assembled all the equipment to be moved to Campo in the SD&AE yard in San Diego. Since Kyle, in a financial dispute with Mexico over the now-unused T&T, was not permitting any of its motive power to cross the border, the PSRM would have to move its equipment to Campo under its own power. Feather River Shay No. 3 (originally Hutchinson Lumber) was given the task of moving the 19 pieces from San Ysidro to Campo. The consist included a big SD&AE 2-8-0, an E.J. Lavino 0-6-0T, Coos Bay Lumber 2-8-2T and two MRS1 diesels along with freight, passenger and work cars—and "The Ant," a 45-ton GE centercab switcher.

Eight miles into Mexico, the Shay snapped a reversing lever and damaged some of her monkey-motion. She limped along for a while on two cylinders but was not up to the 1.4% upgrade between there and Campo. The Ant came to the rescue. The 45-tonner made numerous trips to the border, handling one or two pieces of equipment at a time up to the museum site. It was an adventure they'll be talking about for years.

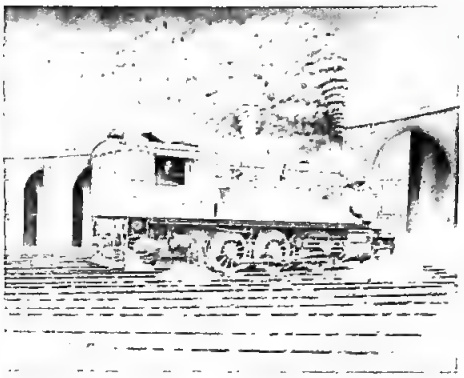
The San Diego folks spent 1984 working hard to make Campo into a fine museum. The task requires a lot of non-railfan work, like grading and track laying, running water pipes and preparing the former school gymnasium to serve as a shop building. Judging by the photos shown in their newsletter of the folks at the June Bar-B-Que, the Campo site is already paying off. The Coos Bay Lumber 2-8-2T was fired up for the occasion—though it had a throttle problem that day and had to be moved around by the ever-reliable Ant (the throttle was fixed and the 2-8-2T ran on her own the following weekend).

The PSRMA is continuing to acquire equipment—Kaiser Steel just donated steel bay-window caboose 1905 from Eagle Mountain—and working to acquire some "running space" out towards Carriso Gorge on the now-isolated remnant of the SD&AE. If you're in the area, either La Mesa or Campo, their museums are well worth the visit.

Rowland's challenge

With his C&O 4-8-4 614 readying for a month of testing in coal train service on the C&O (see page 28), Ross Rowland was expressing confidence in his locomotive and crew by offering a challenge: "The 614 and its crew are the finest steam team in the industry today, and to reinforce the point I'd like to propose contest, on a weight-versus-power comparative basis, to any other operator of a main line steam locomotive. It would be a three-heat match, with the winner taking two out of three. We'll work out the rules of the contest and accept a site of the challenger's choosing. Each competitor will put up $1 million, and winner takes all."

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the bitter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goat) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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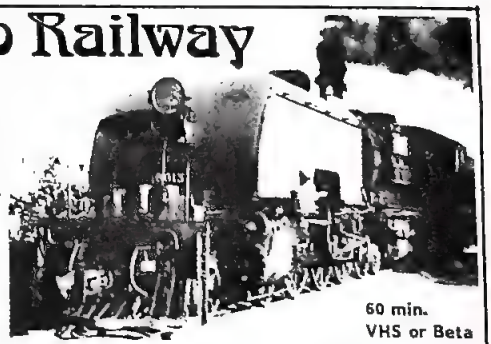

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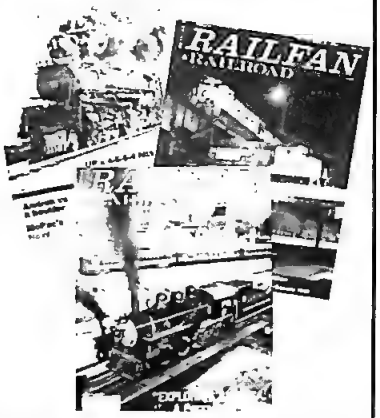

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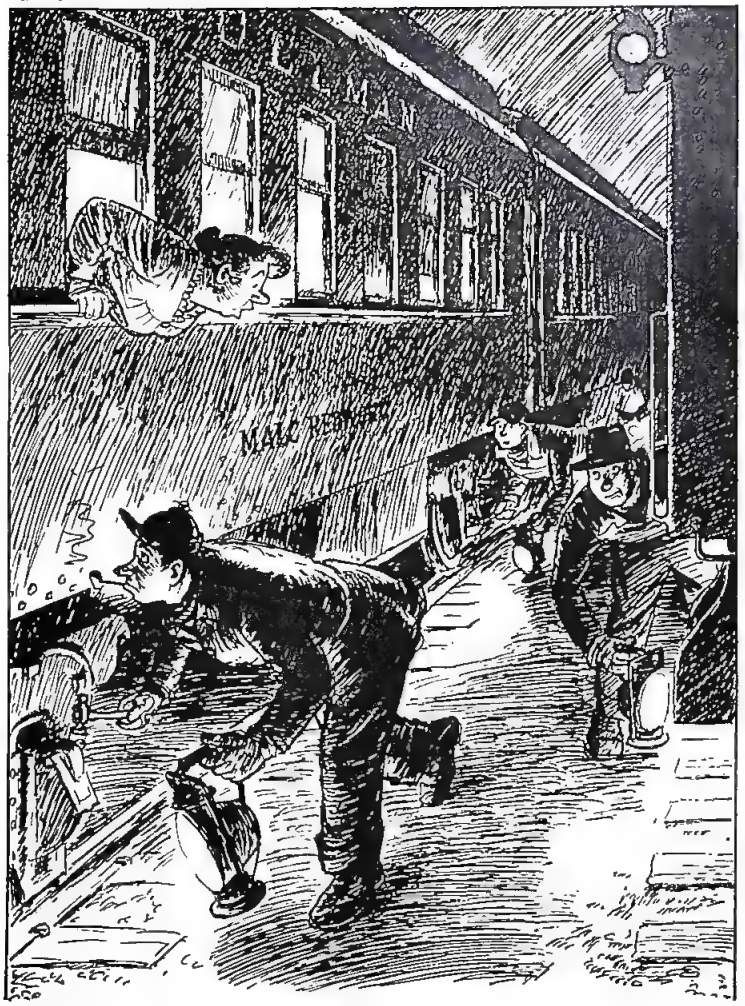


NOT ON THE WHEEL REPORT By Joe Easley

"You boys lose something?"

Anyone in a position to take up this offer probably knows how to get in touch with Rowland already, so we won't invite a flood of mail by publishing his address. The offer is a serious one, and the potential challengers are substantial.

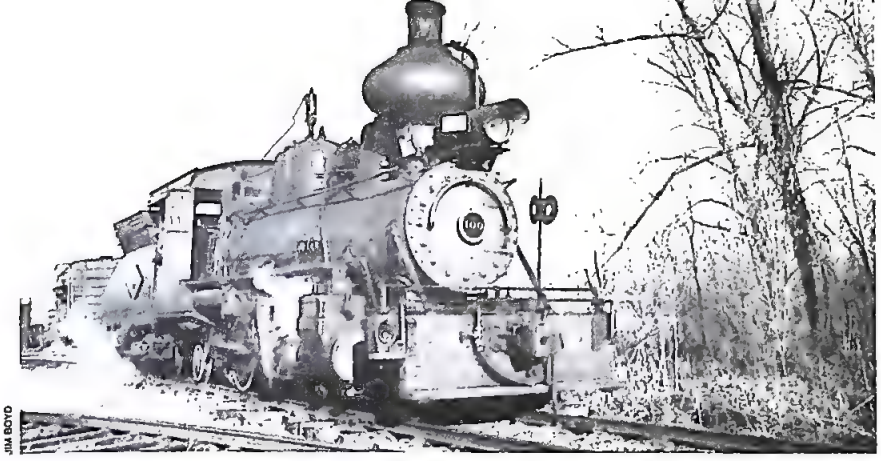
Railfanning today

Although the cover of this issue says March, the calendar on the office wall says December, so indulge me some New Year's philosophizing. 1984 was a strange and wonderful year for me and the magazine that included some sights I never thought I'd live to see—a matched *Daylight* behind a GS4—and the realization that there's darned little railroading left around home here in New Jersey that doesn't require a safari-like commitment of time and twenty bucks worth of gas to see.

Between the *Daylight* chase in May and the Amtrak trip related on page 34, I can say that in 1984 I spent more time in West Colton, California, than I did in East Binghamton, New York (East Binghamton, for you outlanders, is 2½ hours away but the closest real "hot spot" for freight action around here, combining the D&H/B&M/MEC with Susquehanna C430s and just a smidgen of Conrail).

With GG1s gone, the Corridor is busy but rather predictable, with minimal freight action, and Harrisburg and Horseshoe Curve are just a too far away for an easy day trip. Our old favorite, Allentown, is still pretty good, but almost all the action in daylight tends to be on the old Reading, with nothing on the beautiful LV/CNJ up the Lehigh River. When R Tower was demolished with the renovation of the yard, we lost our friendly operators and source of line-ups, rendering Allentown a cold and sterile place.

This lack of "real" action became painfully clear a couple of weeks ago when a Sunday popped unexpectedly clear and mild after I'd slept until noon. On this springlike day in December, I wanted to see some trains—any trains except AEM7s on the Corridor. The tourist railroads were all shut down for the season or would be making their last runs of the day before I could get there (Santa Fe CF7s on the Black River & Western were se-



JIM BOYD

WHITEWATER VALLEY'S ex-Florala Saw Mill 2-6-2 100 (see "Scrappers save a steamer, Winter 1976 RAILFAN) prepares for an evening run on the day after Thanksgiving 1984 at Connersville, Indiana.

riously considered but dismissed because of my late start). Allentown, an hour away, was my only hope.

I went there via the old "B&P" (Bangor & Portland line of the DL&W) hoping to catch a Conrail coal train for the Portland power plant on the Delaware River, but no luck. The LV at Easton was dead, but Allentown Yard produced three trains getting ready to leave. A four-unit set of B23-7s was in an unphotographable spot eastbound and a mixed bag of little stuff (GP38s/GP40s/B23-7s) was at the west end, with a Harrisburg freight doubling out behind a pair of fresh SD50s. With less than an hour of sunlight left, those SD50s made the day for me—if there'd been a black GP38 in the lead, the day would have been a wipe-out.

It is hard to accept Conrail in a place where I remember Reading C630s and SD45s alongside CNJ SD35s and RSD5s and LV C628s. The fun and variety just aren't there.

Although I've lived in New Jersey since 1971 and have been photographing Northeastern railroads on vacation trips since 1966, I'm no native and have no gut-level attachment to the area's railroads. I can intellectually appreciate the region's railroads and personally relate to the stuff I've experienced since 1971, but my heart is still in Mid-America. I politely endure excellent slide shows on the Long Island and PRSL while aching for some material of equal quality on the IC, North Western or Burlington—although I will admit to wistful daydreaming about Pennsy H10s.

So I resort to "big" trips and tourist railroads for my railfanning fun. A mix of business and pleasure permitted the Amtrak "Escape from Winter," the *Daylight* chase and a trip to Baton Rouge and the Columbus & Greenville (July 1984 R&R) this past year, and I made the effort to tag N&W 611 and NKP 765 during the summer. But until Steamtown fired up in Scranton in September, I did surprisingly little local railfanning. (After Centennials in Feather River Canyon and a Baldwin in Mississippi, Allentown just don't cut it.)

But there's a lot going on around here that is very worthwhile, and in the new year I'm making a resolution to experience some of it. Ben Friedland's Alcos on the Morristown & Erie are worth far more time than I've given them, and I really ought to get up on the north end of the Susquehanna again. I could surely take a day off work to follow a Rahway Valley 70-tonner, but in over a decade in New Jersey I haven't done it yet—and I never did get an action shot of the Raritan River before Conrail wiped it out.

A little more travel will get me the Octoraro and Maryland Midland and a whole collection of new short lines in Pennsylvania. And it's been years since I just sat for a day on the old NYC main line or Boston & Albany. (I did "discover" the rush hour wonders of Metro-North, though, and will have to go back there again when the days get long.) If I can manage a four-day weekend or two, there's that untapped gem Richmond, Fredericksburg & Potomac—I caught the Maine Central in its prime, and the RF&P should probably be my next target.

Over the past couple of years, Joe Taylor and I have made it a tradition to visit my mother in Columbus, Ohio, for Thanksgiving and then railfan Cincinnati the next day before an operating session on Allen McClelland's Virginian & Ohio HO model railroad. This year that Friday after Thanksgiving was a beautifully warm and clear day, and instead of hitting Cincinnati we explored some new territory. I was curious about the Whitewater Valley tourist railroad and the Indiana & Ohio—the I&O was our "prime target" with its colorful Baldwins, but the WV would be an easy catch en route.

I'd never been to either road and hadn't "done my homework" except for writing up the coverage of the Cincinnati NRHS convention, and I wasn't exactly sure where either railroad was located. As we arrived in Connersville, Indiana, I found the over-and-under bridge from the 765/2-6-2 convention photo (January 1985 R&R, page 47) and just followed the tracks south. Much to our surprise, there was a plume of smoke and steam behind the shop, and we discovered the 2-6-2 was being fired up for an evening Santa Claus trip.

We introduced ourselves and received a warm welcome. In the next hour, they started up their Lima diesel—I can't remember the last time I heard a Lima *running*, much less starting—and did some switching with both the diesel and 2-6-2. One or two of the resulting photos are real classics of short line action; that 2-6-2 looks like she's right back in the piney woods. The Lima, incidentally, sounds like an Alco, only smoother.

The sun was nearly down when we finally managed to leave, following the picturesque Whitewater Valley south to Metamora. That's a railroad I will *definitely* get back to catch in action. And just a few miles further

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BOOKS & PUBLICATIONS

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REVISED EDITION: "Trolley and Interurban Lines of the United States and Canada" $8.50 pp. (Dealer rates available). Joseph Gross, Box 14253, Rochester, NY 14614.785

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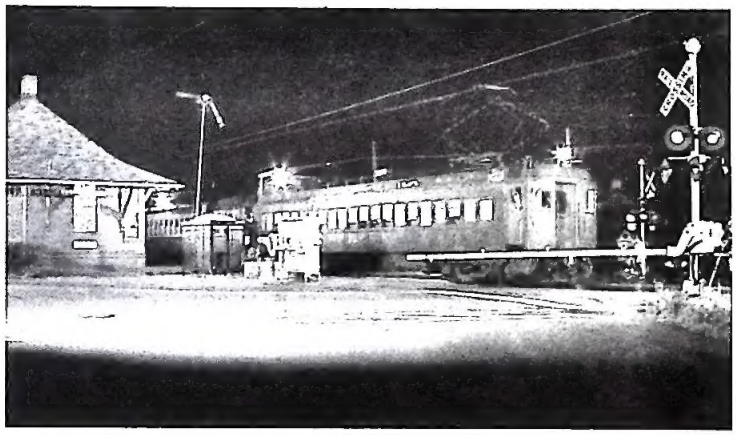

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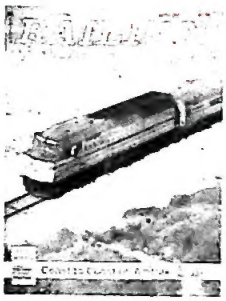

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south on that same former-NYC line at Brookville, the Indiana & Ohio has a compact little yard inhabited by two of the most handsome Baldwin switchers I've ever seen and a reportedly-unserviceable Lima switcher in primer paint. The yard was in shadow, but we got some "tag" shots and made another promise to return.

We went up to Dayton that evening with a fresh glow that there's still a lot of railroading around that's worth exploring. Exploring. That's the key. When the known world gets dull and boring, go exploring. We are willing to go halfway across the country to explore something new, but how often do we ignore something of equal value in our own back yard just because it isn't convenient or only runs on weekdays?

The novice railfan finds everything new and exciting—his Conrail SD50s will be as treasured in 20 years as our C&NW DL640s. The experienced railfan can become jaded when his world becomes too familiar and predictable (though the exception is the fan who immerses himself totally in one railroad and delights in its day-to-day details).

I need new places and new images to keep things fresh. That one day in the corner of Indiana will bring me back on many days-after-Thanksgiving and other times to catch a Chessie train passing the semaphores just outside Connersville, to discover what the heck the Indiana Highrail Company is, and to catch those I&O Baldwins on the road.

The new year's lookin' better already.

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KODACHROME: DOUG HARROP

THE BIGGEST DIESEL NEWS of 1984 was about the biggest diesels: the return of 25 Union Pacific DDA40X Centennials to service. On October 2, 1984, the 6942 and another 6900 bracketed a pair of SD40-2s on an eastbound WPX through Taggart, Utah. These units had come up from Oakland, Cal., via the Western Pacific and Feather River Canyon. During 1984, the 6900s ran regularly to Portland, Oakland and Los Angeles.

KODACHROME: JIM BOYD

KODACHROME: RON JOHNSON

WHEN BANGOR & AROOSTOOK first applied its new colors to locomotives—such as F3 49 in April 1974 (left)—no stripe separated the colors. President Travis suggested the accent stripes—on 49 again in 1981 (above)—which became standard. NASA's Dave Hoffman chose BAR colors for the spaceport's units.

KODACHROME: STEVE WICKER

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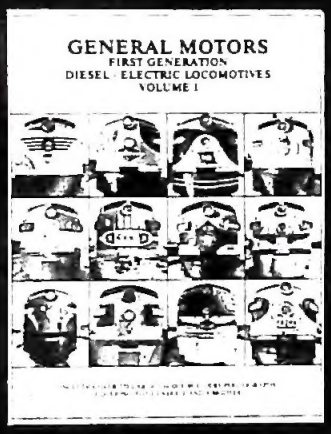

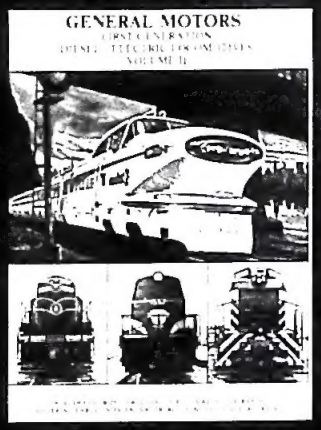

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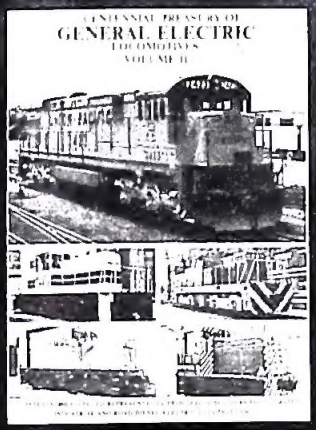

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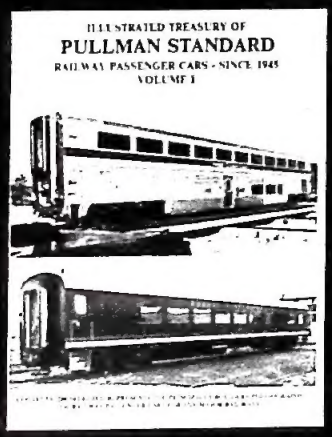

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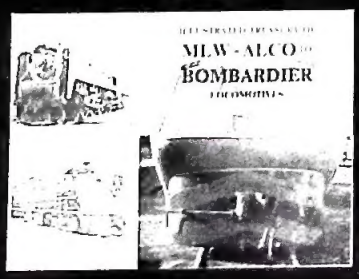

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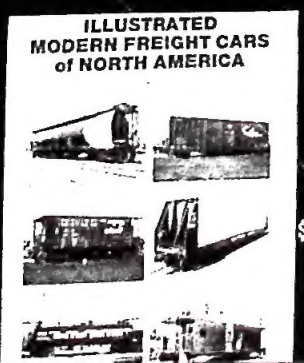

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